

DR. COOK IN BOSTON
TOMORROW TO FACE
NEW QUESTION MARK

Controversy Relative to His
Reputed Ascent of Mt. Mc-
Kinley Is Revived by Ex-
plorers Club.

COMES TO LECTURE

Professor Tarr of Cornell
University Declares Noth-
ing Has Been Produced to
Prove Surgeon's Claim.

Dr. Frederick A. Cook, when he arrives
in Boston tomorrow to deliver his lec-
ture at Symphony Hall, will have to face
a battery of questions relative to the
latest development of the controversy
over the discovery of the north pole.

This is the switching of the line of
argument to the doctor's reputed feat of
having negotiated the summit of Mt. Mc-
Kinley, claimed to have been made in
1906, and which up to the present time
has not been proved. Dr. Cook made the
reputed ascension alone.

The Explorers Club of New York is
at the bottom of this new development
and has called off a banquet that it was
preparing in Dr. Cook's honor until the
matter is settled. Dr. Cook is a former
president of the Explorers Club. Com-
mander Robert E. Peary, U. S. N., now
heads it.

At Gloucester Prof. Ralph S. Tarr of
Cornell University has shed some new
light on this reported ascent of Mt. Mc-
Kinley. He had previously written to
Herbert L. Bridgman of Brooklyn, sec-
retary of the Peary Arctic Club, on the
subject:

"I found while in Alaska," he said
"that out of perhaps 40 persons whom
I met, men who were engineers or sci-
entists, not one credited the story of the
ascent of Mt. McKinley by Dr. Cook. In
fact, the claim was regarded more in
the light of a joke for tenderfoot con-
sumption, of the nature which the bluff
westerner likes to impose on the unini-
tiated stranger."

"This doubt gathered additional force
in my mind from the fact that Captain
Armstrong of Seattle, one of the Cook
expedition, told me that Ed Burrill,
whose present address is Hamilton,
Mont., who is said to have climbed Mt.
McKinley with Dr. Cook, informed him,
Armstrong, that they never got above
5000 feet and that the claim that they
had attained the summit was in the
nature of a joke."

"I know Captain Armstrong well and
have every confidence in his word and re-
liability and he is absolutely positive
that Burrill told him they never ascended
to the summit of Mt. McKinley."

"Dr. Cook has brought no proof in
corroboration of this fact, and he admits
that his instruments were not of a ca-
pacity to have measured the mountain.
It is inconceivable that he did not take
a camera with him, as this would fur-
nish the best of evidence."

Professor Tarr declined to say whether
he believed Dr. Cook had reached the
pole. That question, he asserted, would
be settled later.

SANDY HOOK, N. Y.—Commander
Robert E. Peary's vessel, the Roosevelt,
arrived here today from St. Johns and
dropped anchor in Sandy Hook bay to
await orders from Commander Peary.

Captain Bartlett expects that he will
be ordered to participate in the naval
parade up the Hudson tomorrow in hon-
or of the Hudson-Fulton celebration now
in progress.

The Roosevelt shows the effects of her
hard trip to the Arctic, her sides being
scarred. She flies the New York Yacht
Club flag at her forepeak, the Peary
Arctic Club burgee at her mainmast and
the American Yacht Club pennant at
her mizzenmast head.

As the various craft passed the Roose-
velt laying in the bay during the morn-
ing they saluted her with their whistles.
The vessel has been repainted and looks
good, although the dents in the hull are
plainly visible.

Captain Bartlett and Pilot Nichols
landed at the Sandy Hook wharf and re-
ported their arrival by telephone to H.
L. Bridgman, secretary of the Peary
Arctic Club. Neither would discuss the
polar situation but declared that they
had a fine trip from Sydney.

The Roosevelt will remain in Sandy
Hook bay until daylight tomorrow, when
she will proceed up to Quarantine and
then to her place in the parade. Follow-
ing the parade the vessel will anchor
in the East river off East Twenty-fourth
street.

WASHINGTON—Although Dr. Freder-
ick A. Cook is assured of an enthusiastic
(Continued on Page Five, Column Three)

WHEAT ADVANCES
THIRTEEN CENTS

CHICAGO—During the last hour of
trading in the wheat pit today Septem-
ber wheat leaped suddenly 13 cents from
107 to 120. The advance resulted from
the efforts of short to cover. December
and May were also carried up. Sep-
tember wheat closed at 120.

Drilling Boston Police Department Recruits



CAPT. DENNIS DONOVAN INSTRUCTING RESERVE POLICEMEN.
Squad of 30 put through course of lectures and physical exercises at Station 16 daily in preparation for new duties as
guardians of peace.

SEATTLE MR. TAFT'S
HOST TODAY DURING
VISIT AT EXPOSITION

President on Pacific Coast
After Two Weeks of Trav-
eling—Is Enthusiastically
Greeted by People of City.

SEATTLE, Wash.—President Taft to-
day began his visit to the Alaska-
Yukon-Pacific exposition and this after-
noon following luncheon will make an
address at the Natural amphitheater,
while this evening after a banquet he
will speak at the exposition grounds.

He arrived here on the Pacific coast
Wednesday night from North Yakima,
just two weeks out from Boston. A
great throng was at the Union station
and along the brilliantly lighted streets
through which he passed, and there was
cheering at every step. The visitors and
the reception committee entered auto-
mobiles and proceeded to the Ranier
Club, where a reception in honor of
the President was given by Mrs. Richard
A. Ballinger, wife of the secretary of the
interior. After half an hour the Presi-
dent and his escort went to the Hotel
Washington, which will be the home
of the visitors until their departure for
Tacoma. The President greeted the Yale
Club.

Orders have now been sent ahead of
the presidential party to restrict all pro-
grams to the features previously ac-
cepted, and Mr. Taft has directed that
the meals served in his honor must be
made as simple as possible. All preten-
sious foreign dishes are to be eliminated
and the desserts cut out.

POTATOES OF MAINE
ADOPTED AS MODEL
BY FEDERAL EXPERT

WASHINGTON—Lawrence C. Dodge,
assistant in the government's bureau of
plant industry of the department of
agriculture, has completed a study of
potato culture throughout the country,
and especially in Maine. It is hoped by
Secretary Wilson to induce farmers of
other states to adopt Maine methods in
the growth of tubers, and thereby greatly
increase their profits.

Dr. Dodge found that the principal
potato growing region in the United
States is in the two northern tiers of
states, extending from Maine to the
Dakotas, Nebraska being the only state
west of the Missouri river to rank among
the leaders producing potatoes. These
rank in the order named: New York,
Maine, Michigan, Wisconsin, Pennsylv-
ania, Ohio, Iowa, Illinois, Minnesota
and Nebraska, and produce about two-
thirds of the total crop in the country.

Although New York leads in the total
number of bushels produced, according to
last year's records, Maine led all the
states in the average yield per acre.
Maine produced nearly three times as
many bushels to the acre as any other
state, its average yield being 225. New
York came second with an average crop
of 82 bushels.

The average for the 10 states above
named was 84.8.

Eighty of New England's Street Railway
Officials Go Today to Big Convention

EIGHTY New England street railway officials and representatives left
the North Station at 1 o'clock this afternoon on a transcontinental
tour that is to include the convention of the American Street and
Interurban Railway Association at Denver Oct. 4-8. The party will also go to
California to investigate the interurban systems there. Elaborate plans
have been made for their entertainment along the route. Special invita-
tions were received from street railway associations in Butte, Mont., and
Salt Lake City. The party includes Manager Charles C. Pierce of the Gen-
eral Electric Company; Treasurer H. L. Wilson, Paul Winsor, Edward Dana,
Clarence E. Learned and Morris Spillane, all of the Boston Elevated Rail-
way Company; H. E. Reynolds and E. W. Holst of the Boston & Northern
Street Railway Company.

MILITARY PAGEANT
IS FEATURE OF FETE
IN NEW YORK TODAY

Vice-President Sherman, Gov-
ernor Hughes and Others
Review Twenty-Five Thou-
sand Soldiers and Sailors.

NEW YORK—The military parade
with 25,000 soldiers and sailors in line
which started early this afternoon was
the principal feature of the Hudson-
Fulton celebration today. The route fol-
lowed that of the historical pageant of
Tuesday and was reviewed at the "court
of honor" on Fifth avenue by Vice-Pres-
ident James S. Sherman, Gov. Charles E.
Hughes and other national and state of-
ficers.

Foreign sailors and marines, fully
armed and equipped were given a recep-
tion seldom equalled. Through streets
jammed on both sides with civilians they
held their alignment, the spectacle equal-
ing in brilliancy anything that has so
far taken place in connection with the
Hudson-Fulton celebration.

Behind the foreigners came detach-
ments from each of the United States
warships in the harbor, regulars from
the army posts and harbor fortifications,
the battalion of cadets from West Point and
a number of semi-military organizations.
The presence of the marines and blue-
jackets from the foreign warships not
only lent color to the scene, but it was
the first time since the British evacuated
the city that any considerable body of
armed foreigners had been seen on its
streets. In accordance with the etiquette
of the occasion, the foreigners had the
(Continued on Page Four, Column One.)

STEEL CASE JUDGE
REFUSES TO ADMIT
LIST OF COMPANIES

An offer by District Attorney Hill to
present a list of the steel concerns
purported to be members of the Boston
agreement with the number of con-
tracts awarded to them by the city was
refused today by Judge Harris of the
superior criminal court in the trial of the
"steel cases." The list, he said, might be
admitted later.

The line of evidence offered by the
government today was in the nature of
the number of bids put in by various
companies for city work through the
engineering department, the number of
contracts awarded to them, and the lo-
cation of the bidding companies during
the period 1902-1906.

Attorney Hurlburt took up the ex-
amination of Frederick H. Fay on behalf
of the defendants. The answers sought
in response to his questions in the early
part of the examination were to bring
out the dates of bids and awards to de-
fendants during the period in question.

The attorneys for the defendants con-
tinued today to seek the acquittal of the
Canton Bridge Company and the
Berlin Construction Company, as not
organized at the time in question, but
the judge as yet has made no ruling.

Assistant District Attorney Curtis said
that he had proof of the organization of
the Canton Bridge Company on Jan.
31, 1905.

This would bring the company within
the period of 1902-1906 to which District
Attorney Hill is confining his case.

Attorneys Choate and Hurlburt con-
tinually objected to the manner in which
District Attorney Hill sought to connect
the American Bridge Company with the
case, as they said the matter could be
proved in a more direct manner.

Witness Fay testified that Harry C.
Collins, who purported to be a repre-
sentative of the Berlin Construction
Company, had dealt with his office in
relation to construction.

Attorney Hurlburt renewed his ob-
jections that the evidence was not prop-
erly connected with the company under
indictment, but the judge permitted the
evidence to go in, subject to the condi-
tions of the case as they develop.

DEPOSITORS SHOW
THEIR CONFIDENCE
IN SUSPENDED BANK

Examiner of Columbia Insti-
tution in Oklahoma City
Says Remarks at Chicago
Meeting Caused Condition.

OKLAHOMA CITY, Okla.—Oklahoma
today is experiencing the first practical
working of the bank guarantee law. Four
hundred depositors of the suspended
Columbia Bank & Trust Company have
withdrawn their deposits, being paid from
funds furnished by the state banking
board. At no time since the bank closed
has there been a semblance of a run and
the depositors seemingly feel perfectly
secure.

The exact condition of the bank's af-
fairs is not known. Following his state-
ment that the suspension was a direct
result of the attack on the guarantee
system at the bankers' convention in Chi-
cago, Examiner Young refused to dis-
cuss the situation. He will make a
statement of the bank's condition soon.

The most interested people in the
state are the Oklahoma bankers, whose
action in withdrawing reserve funds is
said to have brought about the failure.
The executive committee of the state
bankers' association was called to pro-
tect an emergency two per cent assess-
ment on capital stock made necessary by
the suspension of the Columbia. This
emergency provision of the law, it was
expected, would never be called into use
because it was supposed there would be
no call on the fund until the payment
of the regular tax provided had created
an ample fund to meet all cases.

The bankers' meeting was held in
abeyance until another emergency as-
sessment against the stockholders of the
Columbia, under the double liability
clause is made. This action will bring
in \$200,000. With this sum added to the
remainder of the state board's emergency
fund it is believed the board can carry
the bank until the assets of the institu-
tion can be turned into cash.

BOARD SETS LIMIT
TO TROLLEY SPEED
IN CITY OF MALDEN

The Massachusetts board of railroad
commissioners handed down an order to-
day approving the petition of the board
of aldermen of the city of Malden for
regulation of the speed of cars upon
street railway tracks in that city. The
order reads:

"No street railway car shall be run
at a rate of speed exceeding 12 miles
per hour when crossing another street
or passing an intersecting street or
private way, and in no instance shall
it be run at a rate of speed exceeding
20 miles per hour.

Excepting that for the purpose of
avoiding collisions or to prevent danger
to persons in the street, no street rail-
way car shall be stopped on a cross-walk
or in front of an intersecting street, and
excepting also, that for the purpose of
taking on or leaving passengers at regu-
lar stations or stopping places, such car
may be stopped for a reasonable time
with the rear platform slightly project-
ing over or across the further cross-
walk."

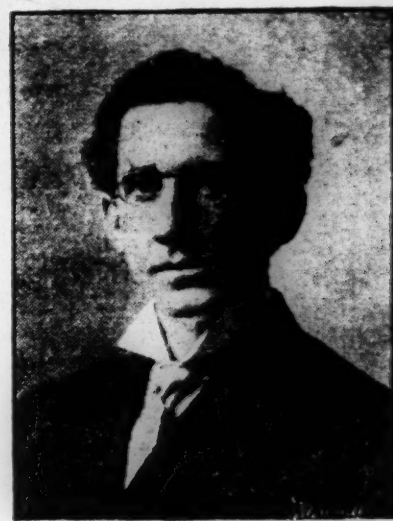
The opinion of the board on the peti-
tion of citizens and taxpayers of New
Bedford, relative to street railway fares
within the limits of that city, is that
there is no present occasion for a recom-
mendation that the companies reduce the
units of fare, in view of the limited
amount of travel on the Old Colony
street railway and the maximum dis-
tance of a single ride on two lines of
railway.

The managements of the companies,
according to the opinion of the board,
are fairly meeting the present demands
of the traveling public and, while delays
necessarily incident to the operation of
street railways occur there as elsewhere,
the service as a whole is reasonably sat-
isfactory. The board therefore decides
to dismiss the petition.

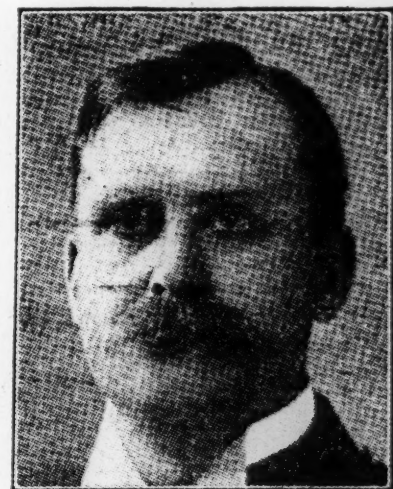
The board of railroad commissioners
is continuing the hearing today of the
petition of the proposed Boston, Lowell
& Lawrence Electric Railway Company
for a charter as a public convenience.

Empress of Germany Sees Orville Wright
Today Break Height Aeroplane Record

BERLIN—Orville Wright, in the presence of the Empress, Prince Oscar
and several princesses today, made a record-breaking aeroplane flight
at Potsdam. He sent his machine aloft 893 feet. Before making his
record flight, Wright was received in audience by Empress Augusta Vic-
toria, who asked him to explain to her the mechanism of his aeroplane.
The Empress and the princesses then made their way to the aeroplane
and Mr. Wright explained the various parts. The flight was one of the
prettiest that Mr. Wright has ever made. The height he attained today
is nearly 200 feet ahead of his previous record. The exhibition was more
or less private but thousands watched the machine after it got aloft
and cheered the daring operator.

Men Who Lead Slate Drawn
Up by Democratic Party in
State Convention Today

JAMES H. VAHEY.
Member of Boston bar and Watertown
resident, who is scheduled to re-
ceive nomination for Governor.



(Copyright by J. E. Purdy.)
EUGENE N. FOSS.
Well known Republican is to receive
Democratic nomination as Lieut-
enant-Governor today.

OLD HARVARD OPENS
TODAY FOR ANOTHER
NINE MONTHS' TERM

Old Harvard today opens another scho-
lastic year. All departments of the
university are busy with the official
registration of all students except fresh-
men. From 9 a. m. till 1 p. m., the
various buildings chosen for the purpose
were filled with men, and boys register-
ing, filing their lists of studies and pay-
ing their tuition fees. This registration
period was novel in one respect, at
least. As each student registered he re-
ceived a ticket that admitted him to
the various ceremonies attending the in-
auguration of Harvard's new president,
Abbott Lawrence Lowell.

Before the freshmen registered yester-
day there were conflicting opinions as to
the size of the class. From semi-official
sources The Christian Science Monitor is
able to learn today that the incoming
class numbers about 700, an increase of
about 100 over last year's freshman class
and a record-breaking number so far as
is now known. The 700 includes, how-
ever, a few sophomores and juniors who
have failed to pass on certain conditions
and are compelled to register with the
freshmen.

The program for the opening day, be-
sides the registration this morning, is
as follows: Meeting of the Phillips
Brooks House Association in the Phillips
Brooks house parlor at 1:30 in the af-
ternoon; freshmen football mass meet-
ing in lower Massachusetts hall at 7
p. m., at which Capt. H. Fish, Jr., of
the university team and G. F. Water-
bury, head coach for the freshmen, will
speak; reception to law school men in
Phillips Brooks house at 7:30 p. m., at
which Dean Ames of the law school,
Prof. E. C. Moore and Arthur Thayer
will speak; reception to all members of
the graduate school of arts, graduate
school of business administration and
their guests in the faculty room, No.
5, University hall, at which Prof. Ed-
ward Meyer, visiting professor from the
University of Berlin, President Abbott
L. Lowell and Professor Swain will
speak.

Several information bureaus will be
(Continued on Page Four, Column Two.)

DEMOCRATS OFFER
THREE CANDIDATES
AS HEAD OF TICKET

Whitinsville Man Adds Name
of John R. Thayer to Those
of J. H. Vahey and Mayor
of Fall River.

HARMONY KEYNOTE

James H. Bryan and Prof.
D. T. Clark Are Picked for
Treasurer and Secretary of
State to Fill Slate.

State Democratic Slate
FOR Governor—JAMES H.
VAHEY of Watertown or JOHN
T. COUGHLIN of Fall River or
JOHN R. THAYER of Worcester.
For Lieutenant-Governor—EU-
GENE N. FOSS of Cohasset.
For secretary of state—Prof.
DAVID T. CLARK of Williams Col-
lege.
For treasurer and receiver-gen-
eral—JAMES H. BRYAN of West-
field.
For attorney-general—HARVEY
N. SHEPARD of Boston.
For auditor—ALEX. BOYER,
Jr., of Southbridge.

Planks in the Platform
State finance commission.
Income tax.
Reduction of the tariff.
State tariff commission.
Direct nominations.
Election of United States senator
by direct vote.
Eight-hour day for laboring men
on public works.
Abolition of the lobby.
Abolition of state commissions.
Anti-monopoly plank.

A surprise was sprung in the Demo-
cratic state convention in session at
Faneuil hall this afternoon at 2 o'clock
when three nominations for the posi-
tions of candidate for Governor were
made.

The contest, which was expected to be
between James H. Vahey and John T.
Coughlin, was complicated by the addi-
tion of John R. Thayer's name to the
list.

Mr. Vahey's name was placed in nomi-
nation by Alfred S. Hayes of Hopkin-
son in a rousing speech greeted with
enthusiastic cheers.

Charles A. Ryan of Fall River fol-
lowed in a speech nominating John T.
Coughlin of Fall River.

Mr. Flaherty of Whitinsville placed
the name of John R. Thayer in nomi-
nation.

The Democratic leaders at a confer-
ence in the Quincy House previous to
the calling of the convention reached an
agreement as to the filling of the two
vacancies on the state slate for the posi-
tions of state treasurer and secretary of
state.

James H. Bryan of Westfield was
selected as nominee for state treasurer,
and Prof. David T. Clark of Williams
College was named as nominee for the
office of secretary of state.

Mayor Coughlin's attitude was taken
it was considered almost certain be-
fore the opening of the convention that
at least three former Republicans will
be named on the Democratic ticket,
Eugene N. Foss to be named as a run-
ning mate of Mr. Vahey.

Harvey N. Shepard of Boston is slated
for the position of attorney-general.
Alex. Boyer of Southbridge will be
named as the candidate for state auditor.
The convention was called to order at
11:30 o'clock by Frederick J. McLeod,
chairman of the Democratic state com-
mittee.

After reading the call for the conven-
tion, Mr. McLeod introduced Representa-
tive Thomas P. Riley of Malden as the
temporary chairman, in response to a
motion by John H. O'Brien of Boston.
Mr. Riley, one of the interesting orators
of the Democratic contingent of the
state Legislature accepted the honor in
a graceful and forcible speech.

He made four divisions of his speech,
dealing with matters affecting the cor-
porations, in which the issue is drawn
with the corporations on one side and
the public on the other; matters affect-
ing the professional politicians in which
the issue is drawn with the professional
politicians on one side and the electorate
on the other; matters affecting the
employer and the employee in which the
issue is drawn for or against labor; and
class legislation in which some special
class, professional or business, is sought
to be granted favors or to be subjected
to restrictions and regulations.

Other matters are those many miscel-
laneous questions, he said, which agitate
progressive civilization, and to the final
solution of which our legislatures, na-
tional, state and municipal, are gradually
tending toward unanimity.

Mr. Riley declared in emphatic terms
for direct primaries, declaring that the
Democratic party should make a con-
sidered move for a law providing for the
(Continued on Page Five, Column One.)

MILITARY PARADE IN NEW YORK TODAY

(Continued from Page One.)

Wilbur Wright, who flew around the statue of liberty Wednesday afternoon, this afternoon that there would be no official flight with his aeroplane today. A great crowd is gathered at the Battery and along the shores overlooking Governors island, and in order that they shall not be totally disappointed, Mr. Wright will try late today to make a couple of experimental ascensions.

Wilbur Wright, who circled the statue of liberty Wednesday, and Glenn Curtiss, who made a preliminary flight, both expect to pilot their aeroplanes from Governors island to Grant's memorial and back today if conditions are favorable.

Capt. Thomas S. Baldwin and George L. Tomlinson who failed in the dirigible balloon race to Albany, are preparing for another trial for the \$10,000 prize.

Captain Baldwin landed in the Hudson river less than an hour after the start, while Mr. Tomlinson, after remaining in the air from 11:36 a. m. until 1:30 p. m., came to earth near White Plains, N. Y., 22 miles from his starting point. Neither of the pilots was injured, nor was either craft badly damaged.

The program for today also includes motor-boat races, banquet at St. George, Staten island; literary exercises in Morris high school in the Bronx, international reception and ball in Academy of Music, Brooklyn, and the trip up the river by the Half Moon and Clermont.

The Vice-President of the United States and the Governor of New York, the personal representatives of the Emperors of Germany and Japan, the diplomatic representatives of 25 nations and the special delegates of 28 dined Wednesday night in the great banquet hall of the Hotel Astor as the official guests of the Hudson-Fulton celebration commission. There were in addition the officers of eight navies and the admirals of four; a representative of the United States Senate in the person of Elihu Root, members of the New York state Legislature and officers of the municipality of New York.

International aquatic honors were won by Germany and the United States Wednesday in the rowing races between crews of the warships now at anchor in the Hudson. The brawny Teutons out-stroked the Italians, British, French and Dutchmen in the contests between men of the foreign vessels, while a crew from the Minnesota showed the way to German, Italian and British tars in the international race that closed the day's sport.

On Saturday two British crews will seek to lift the famous Hattenberg cup, which the Louisiana won a year ago.

OPEN EQUIPMENT BIDS FOR MANILA

Bids for three boilers, three engines and three generators for the fortifications in Manila harbor were opened at the office of the United States army engineer in Boston today.

Bids were received from many of the large manufacturing firms this side of the Mississippi and the bidding was very close. The Boston firms submitting bids were the Western Electric Company, the Western Electric & Manufacturing Company and the General Electric Company. The contract will not be awarded for several days.

PORT SURVEYOR ASKS A REFORM

Surveyor of the Port Jeremiah J. McCarthy is arranging a report to be sent to the treasury department soon, calling attention to what he regards as an inconsistency in the law relative to the supervision of passenger steamers to Newfoundland, Nova Scotia, Cuba and other territory.

Mr. McCarthy believes that the surveyor's office should have the same supervision over such steamers that it does over the transatlantic liners that leave this port.

W. A. HARRIMAN ENTERS AT YALE

NEW HAVEN, Conn.—The freshman class members at Yale who have quarters in the Garland dormitory are a group of sons of prominent New York families. The group includes William A. Harriman, son of Edward H. Harriman; Edward Webb, son of Dr. W. Seward Webb, and John Auchincloss, who has had five brothers in former classes at Yale. All were prepared at Groton.

VICTOR HUGO STATUE UNVEILED.

PARIS. Auguste Rodin's statue of Victor Hugo, over the placement of which there has been a long public debate, was officially unveiled at noon today in the Palais Royal. The figure stands on a rocky shore, with extended hand and listening ear to catch the voices speaking across the sea.

BRITISH BOARD AT ST. JOHN.

ST. JOHN, N. B.—Lord Balfour of Buregh, Eng., and other members of the West Indies trade commission have arrived here to investigate and report upon the mutual trade possibilities between Canada and the West Indies.

CARPENTERS WANT AN INCREASE.

FITCHBURG, Mass.—Journeymen carpenters affiliated with the unions of Worcester north district council will demand an increase from \$3 to \$3.25 per day when the new schedule takes effect the coming year.

OLD HARVARD OPENS NINE MONTHS' TERM

(Continued from Page One.)

continued during the day for the benefit of new students. In the Union, Harvard's social center, a number of upper-classmen will be ready at any time to aid. In Phillips Brooks house information as to rooms, text-books and college rules will be given. The Cosmopolitan Club of foreign students will keep its club rooms in the Holyoke house open during the day for the reception of incoming foreign students especially. The Canadian Club will do the same for Canadians or other British subjects. Its rooms are at 12 Oxford street. The first meetings of some of the college courses will be held on Friday beginning at 9 o'clock, others on Saturday and many not until Monday or Tuesday of next week. On Wednesday and Thursday of next week all meetings except those having to do with President Lowell's inauguration will be omitted.

TURKISH MISSION TO MEET CZAR.
CONSTANTINOPLE.—A Turkish mission, headed by Rifaat Pasha, minister of foreign affairs, will meet the Russian Czar at Livadia in the Crimea next week.

FAST MAIL EXCEEDS SCHEDULE.
SEATTLE, Wash.—The Great Northern's new 60-hour mail train from St. Paul arrived here 32 minutes ahead of its schedule, and continued to Tacoma.

Local Briefs

INCREASE PAY OF METAL WORKERS.
The scale committee of the Boston Metal Workers Union and seven of the eight ventilating firms in Boston agree that the minimum wages of journeymen shall be increased from \$3.00 to \$3.75 per day next January and to \$4 per day on June 1, 1910.

VETERANS HOLD A REUNION.
The Fourth Massachusetts Veterans Association, to the number of 50, held a reunion Wednesday in Henry's hall, Dorchester. Capt. W. B. Arnold, president of the association, was toastmaster. William M. Olin, secretary of state, and John E. Gilman were the principal speakers.

TAKE TRAFFIC CENSUS AGAIN.
The Massachusetts highway commission is busy preparing for the taking of the second state traffic census which will begin Oct. 10 and continue for a week. It will be similar in all respects to the one taken on the week of Aug. 22.

H. W. FLAGG ENDS HIS LIFE TODAY.
Henry W. Flagg, a clerk for the Calumet & Hecla Mining Company, ended his life by shooting today at the office of the company, 114 Ashburton place. He was an ex-member of the first corps cadets and lived in Holliston.

WELLS MEMORIAL CLASSES.
The Wells Memorial Institute, South End, today opened its evening school registration lists for the classes in millinery, dress-making, electrical engineering, mechanical drawing, physical training, civil service and dancing and deportment.

COURT LENGTHENS SESSIONS.
The civil sessions of the Suffolk superior court will come in at 9:30 a. m. Monday and sit until 4:30 p. m. This time schedule will prevail for the rest of the term to expedite business. It adds an hour to the sessions.

BROOKS STATUE WORK DEFERRED.
Active work on the memorial to Phillips Brooks at Trinity church will be deferred until spring. The pedestal could be placed in position now, but the figures in bronze are not likely to be completed in season for erection this fall.

W. G. ROONEY PARDONED.
Governor Eben S. Draper has today issued a pardon to W. G. Rooney of Revere, who was sentenced in June last to serve one year in the house of correction for perjury.

JAMES B. REYNOLDS IN BOSTON.
Assistant Secretary of the Treasury James B. Reynolds arrived in Boston this morning after a visit to Dublin, N. H., where he had a conference with Secretary of the Treasury MacVeagh.

CUTTER GRESHAM TO RETURN.
The United States revenue cutter Gresham, Capt. P. H. Ueberroth, will be in Boston waters next week. The boat is taking part in the Hudson-Fulton celebration, New York.

MEDAL FOR LODGE MEMBER.
Luther H. Collyer of 238 Westville street, Dorchester, was given a medal Wednesday night in honor of his completion of 50 years of membership in Norfolk lodge, I. O. O. F.

NEW ASSIGNEE APPOINTED.
Charles L. Alford of Winsted, Conn., has been appointed assignee of Dame, Stoddard & Company, hardware and cutlery, in place of Samuel E. Winslow, resigned.

SCHOOL OF COMMERCE OPENS.
The school of commerce of the Boston Young Men's Christian Association opens next Monday evening. This year there will be a faculty of 14 instructors.

R. L. GROVES ON CRIMSON BOARD.
R. L. Groves '10 of Coudersport, Pa., has been elected president of the Harvard Crimson board to fill a vacancy.

News in Brief Gathered Today from Towns and Cities in Massachusetts

LYNN.

The fifth Essex council district convention will be held in Oxford Club hall tomorrow forenoon.

Companies D and I, eighth infantry, will enter rifle teams in the annual regimental shoot at Wakefield this afternoon.

The local Y. M. C. A. has established a preparatory school course.

The thirteenth and fourteenth representative district conventions will be held in Lynn this evening.

The city council has adopted an order bonding an \$18,000 loan for the erection of the Chatham street schoolhouse.

West Lynn school teachers have petitioned the school board to have the new building on Hood street dedicated as the "Breed school."

The Rev. William V. Van Valkenburgh of Wareham has accepted a call to the pastorate of the Highland M. E. church.

MELROSE.

The Soldiers Monument Association will hold another meeting the last of the week to complete plans for raising subscriptions for the soldiers and sailors' monument. There is over \$800 now in the fund.

The metropolitan park commission is planning to drive piles into the Melrose street end of the new boulevard in an attempt to complete this stretch of roadway. When completed, the boulevard will be open for travel from Green street, Melrose, to Spot pond.

A petition is being circulated among the residents of the Falls to have the Converse school reopened during the winter months only.

S. P. Trask, who has just returned from an extended tour through the country, says that he has slept in 14 towns bearing the same name as his home city, Melrose.

WINTHROP.

The Onwego Club held an outing at Auburndale yesterday. The members will go to Gloucester Monday, Oct. 4, as guests of Miss Mary Taylor Felt.

Henry A. Black of Dorchester has purchased two building lots on Court road and intends building three two-family houses.

The semi-annual mite-box opening of the Baptist Women's Home Missionary Society will be held Wednesday evening, Oct. 6, with a supper at 6:30 p. m., followed by a program of music by Miss Ruth Whitman, contralto, and the church quartet, and speeches by the various officials. Mrs. Emma Walsh will preside.

The Epworth League will hold public installation services in the First M. E. church Sunday evening. George Taylor of Boston will speak.

EVERETT.

Delegates to the suburban league athletic board appointed by the principal of the high school, Wilbur H. Rockwood, are Elmer E. Spear, Joseph L. Aiken, Charles R. Herick will represent the faculty and Harry Archibald will represent the undergraduates.

Mrs. George Marshall of Linden street is entertaining her daughter, Mrs. E. C. Davis, and the Rev. Mr. Davis, who have recently returned from a seven years' stay in India as missionaries.

The closing exercises in connection with the celebration of the twenty-fifth anniversary of the Everett Y. M. C. A. were held Wednesday evening in Whittier hall, in the form of a reception and banquet.

CAMBRIDGE.

William T. Piper, member of the Cambridge board of library trustees since 1892, announced his resignation today.

The school committee will meet tonight in the City hall. Several vacancies in the list of teachers will be filled tonight.

The clerk of the common council, Edward J. Conihlan, today sent out in accordance with an order passed by the council a letter inviting Edward W. Quinn, superintendent of streets, to appear before the council next Tuesday to explain why certain materials were not used in repairing streets and in the paving of Massachusetts avenue.

ROXBURY.

The Alpha Club will meet at the home of its president, Mrs. Francis Bradshaw, this evening, to elect officers.

Employees of the Boston Elevated are engaged in replacing the Center street car tracks at Eliot square.

The Roxbury Veteran Firemen's Association is planning for its annual ball to take place next month.

Mr. and Mrs. Elmer G. Horton of Mayfield street have announced the engagement of their daughter, Miss Elsie Horton, to Frank H. Briggs of Providence.

WEST ROXBURY.

A fool sale will be held in the vestry of the First M. E. church, Green street, tomorrow evening.

Improvement associations of this district are to attempt to secure a wholesale cleaning of the streets before winter. A discussion of the merits of plan 1 versus plan 2 took place in St. Peter's parish house, Paul Gore street, last night when the Hon. Frank Sibley spoke for plan 1 and George A. O. Ernest of the old finance committee for plan 2.

DORCHESTER.

The ladies of the Colonial Club are making arrangements for the opening of the weekly social events to be held at the clubhouse during the winter months, closing with the annual dinner in March.

The evening sessions of the Dorchester high school will be resumed Monday evening, the first night being devoted to registration, the course of studies to be taken up the following evening.

NEWTON.

The Allen school for young ladies has opened with its full enrollment of 25 pupils. There have been no changes made in the teaching staff this year.

Several applications for registration were received at the first meeting of the registers Wednesday. The registers will hold frequent meetings in different sections of the city during the next few weeks.

Announcements have been received of the wedding of Miss Hulda M. Stevens of Stratton, Me., and Charles A. Armstrong of Newton at Stratton.

Friends today learned of the wedding on June 1, last, of Charles T. Kimball of Brookline and Miss Edith Noyes of Auburndale. The bride was formerly a teacher in this city.

The Rev. Thomas L. Cole was given a farewell reception and presented with a purse of money last evening. The reception was held in the parish house of St. Mary's Episcopal church, Newton Lower Falls, of which the Rev. Mr. Cole has been pastor for a number of years. Mr. Cole will leave on Saturday for New York to engage in business.

WALTHAM.

The public bathhouse closed for the season this afternoon.

The work of exterminating the gypsy and brown-tail moths will be resumed as soon as the foliage is gone.

A meeting of the Republican city committee will be held this evening to arrange dates for the municipal caucus notices and the issuing and filing of nomination papers. The city caucuses will be held Nov. 9.

The water department has started the work of relaying the main in Bemis avenue.

Dermody camp, Spanish War Veterans, of this city, has been ordered to report at the South station, Boston, Saturday evening, to go escort duty to Commander-in-Chief Gihon, who will cross the city at that time on his way from the national convention to his home in Wakefield.

The Ensign Manufacturing Company of this city will remove to its new plant in Faneuil next Monday.

MALDEN.

Work on the Glenwood street extension is expected to be completed in six weeks.

Post 40, G. A. R., will hold its annual banquet in Grand Army hall Oct. 14. Charles Thompson, Robert W. Burnham and John C. Woodman are in charge.

Councilman Croxford has asked the Malden council to petition the Boston & Maine railroad for two additional trains between 5 and 7 o'clock each evening.

The second meeting of the Malden Deliberative Assembly will be held in Auditorium hall, Saturday evening.

The high school juniors have elected the following class officers: President, Stanley Locke; vice-president, Miss Marion Locke; secretary, Miss M. Frances Tobin; treasurer, Donald Page.

The Robinson Methodist church has voted to hold a series of evangelistic meetings Friday evenings commencing this week.

MEDFORD.

The twenty-seventh district senatorial convention will meet Saturday evening in the aldermanic chamber at the city hall. Wilton B. Fay, former president of the board of aldermen and a recent member of the Republican state committee, will be the nominee of the convention.

Wednesday was the two hundred and seventy-ninth anniversary of the founding of this city. The city is planning a celebration in honor of the event next year.

The Boston & Maine railroad has completed installing block signals along its branch line from West Somerville to Medford.

HYDE PARK.

Hyde Park Aerie, F. O. E., will hold a special meeting Wednesday evening to initiate 20 candidates.

Albert E. Standish of Stoughton, new deputy grand master, will be present at the opening of the season of the Odd Fellows next Tuesday evening.

Riverside lodge, A. O. U. W., will receive the first visit from the new deputy grand master, William H. McDowell of Norwood, next Tuesday.

Hyde Park high school football eleven is practicing daily under the direction of Coach H. E. Stitt.

MILTON.

Work has been started on the foundation of the new Colonel Russell memorial fountain at the junction of Center street and Canton avenue.

The street department has started macadamizing part of Brook road between Center street and Churchhill's lane.

Tax Collector Josiah Babcock has been drawn as a jurymen for the October civil session at Dedham.

DEDHAM.

The Dedham Ministers Club has chosen these officers: President, the Rev. Leonard A. Freeman, D. D.; treasurer, the Rev. George H. Young; secretary, the Rev. Francis Lee Whittemore.

The East Boston Dedham high school football game will be played at Stone park, Nov. 2.

WELLESLEY.

The Wellesley police today had seven automobiles in the district court at Dedham charged with exceeding the speed limit in this town.

Exhibition of Autumn Apparel Continued

*The Unusual Inclemency of the Weather
Prolongs our Fascinating Fall Show*

NOTWITHSTANDING THE INCONVENIENCE OF SHOPPING DURING THE FIRST PART OF THE WEEK, our visitors felt greatly repaid for their bravery in leaving their homes in the rain to attend the Opening Days of our Autumn Exposition of Millinery, Costumes, Wraps, Furs, Gloves, Hosiery, Shoes, etc.

In view of the fact that familiar faces were conspicuous for their absence, and realizing their undoubted disappointment, we have decided to continue this magnificent display during the remaining days of the week—Thursday, Friday and Saturday.

It is to be hoped that every woman in Boston may enjoy the pleasure of a personal observation of the new and attractive styles now on exhibition here. The invitation to attend is a general one, and a cordial welcome is assured.

Special attention is directed to our magnificent window displays—both on Winter Street and Temple Place.

SHEPARD NORWELL COMPANY

BOSTON ELEVATED

Prevention of Accidents to Children

The Company has sent the following letter to the School Committees of Arlington, Boston, Belmont, Brookline, Cambridge, Chelsea, Everett, Medford, Malden, Newton, Somerville and Watertown, and also to the Supervisor of Parochial Schools. Action has been, or is about to be, taken by all of them in co-operation with the Company. The Company desires also, the co-operation of parents and others having charge of children. It is believed that much injury may be avoided by such action.

To the School Committee of the Town or City of

The Boston Elevated Railway Company wishes to call your attention to its desire to prevent as far as possible injuries to children resulting from the operation of its cars in and around ——— and if possible to enlist your active co-operation to this end. In spite of every reasonable precaution taken by the Company and the generally careful operation of the cars by its employees, distressing accidents happen more often than we believe they would, if the children were carefully instructed by those in authority concerning the danger of careless playing in the streets and of stealing rides on the cars.

The fact that thus far in the experience of the Company the courts have not in a single instance held the motorman responsible for the death of a child would seem to justify one in assuming that greater care on the part of the injured would result in lessening the number of such accidents.

The Company, therefore, respectfully suggests and believes that such warning to the children attending the schools of ——— as you may see fit to have given will tend to diminish these accidents and the sufferings and grief resulting therefrom.

If agreeable to you will you kindly have the matter brought before the teachers and scholars in such form as you deem best?

Very respectfully,

Boston Elevated Railway Co.

RUMOR OF UNION OF CAR CONCERNS

WORCESTER, Mass.—Work has been resumed in the old car works of Osgood Bradley & Sons, which was partially demolished in accordance with the grade crossing decree. John E. Bradley says he intends to have from 125 to 150 men at work soon. He will build trolley cars in the old plant temporarily, pending the construction of a new plant.

The report is current, although Mr. Bradley will not confirm or deny it, that the company will consolidate with the Keith Car Manufacturing Company of Bourne, Mass., makers of freight cars, and build a plant of three steel-frame factories near the Norton Company in Greendale, and that the manufacture of passenger coaches, freight cars and trolley cars will be carried on.

GOVERNOR DRAPER IN CONNECTICUT

CANAAN, Conn.—Governor Draper of Massachusetts and a party of business men arrived here today from Great Barrington, where the Governor is attending the cattle show. They only remained a few minutes and then started on the return trip.

The object of their trip was for the purpose of inspecting a proposed trolley route from Great Barrington to Canaan. This matter has been before the Massachusetts Legislature at two sessions.

BAY STATE ROADS CLOSED.

Automobiles and motor cycles are excluded from 12 roads in the town of Williamstown, by an order passed by the selectmen and approved by the highway commissioners as consistent with the public interests. The roads closed are Stone Hill, Bee Hill, Oblong, Petersburg, Torrey, Woodcock, Sloane, Luce, Hopper, Stratton, Blair and Roaring Brook.

PUBLIC BEQUESTS IN DRAPER WILL

The will of Charles H. Draper, the Brookline banker, was filed at Dedham today and bequeaths to F. W. Draper \$50,000, Fannie B. Draper \$10,000, Wallace S. Draper \$50,000 and the homestead in Brookline, Annie W. Draper \$25,000 and Elizabeth, Alfred, Paul, Emma, Ernest and Gertrude Draper \$5000 each. The testator leaves \$10,000 to the First Unitarian church of Weyland and \$5000 to the Trinitarian Congregational society of Weyland. The income of \$10,000 goes to 10 Boston charitable and educational institutions, including the societies for the prevention of cruelty, the Y. W. C. A. and the Industrial School for Children.

The Weyland town library is given \$5000, and the testator's acolian and orchestral music goes to the Franklin Square house. The rest of the estate is divided pro rata among several institutions and associations of Boston, including the Bank Officers Association and Y. M. C. A.

FLOODS DELAYING MAIL FROM MAINE

The mail train from Calais, Me., which was due in Boston Wednesday evening at 7:30 o'clock, has not yet arrived owing to washouts in the eastern part of Maine. Business men in Boston are inconvenienced as a great part of the mail which comes over the Maine Central, Bangor & Aroostook and Boston & Maine is delayed.

Supt. John Ryan of the New England railway mail service has not received any report, and it is not expected that any mail from the flooded regions in Maine will arrive in Boston before tonight.

PREFERS FARM TO AUTHORSHIP

PITTSBURG, Pa.—Booth Tarkington, who is here on a visit, declared that he had written his last novel.

"I never wanted to be a writer," said Mr. Tarkington, "and unless I am absolutely forced to do so I have written my last book. My ambition in life is to become an illustrator, and I once thought I was in a fair way to reach my goal."

"I have but one ambition—to make money enough to get out of this play-writing mess and purchase a nice farm in Indiana where I may lead the life of a country gentleman."

SYMPHONY PRICES ABOVE AVERAGE

The management of the Symphony orchestra today reports that the average premium on the sale of the \$18 seats for the Saturday evening concert early in the afternoon was a little higher than last year, ranging from \$10 to \$30 beyond the nominal price. The sale is very satisfactory to the management and it shows that the tickets have been well distributed all over the house.

The sale was well attended, although the demand is not so great for these tickets as was the case in the sale of the afternoon rehearsals.

LOWELL TEXTILE SCHOOL IS OPENED

LOWELL, Mass.—The Lowell Textile School has opened for the fall term with great improvements in the school, more extensive than during any year since the opening of the institution, and it is expected by Principal Charles F. Eames that the registration of students will be much greater than in any previous year.

ENGLISHMEN STUDY TRACKLESS TRANSIT SYSTEMS IN EUROPE

Report of Leeds Committee Is Transmitted by United States Consul Hamm for American Information.

HE DESCRIBES CARS

Several committees from English municipalities have been sent to study trackless trolley car systems in Europe. Sheffield and Leeds have despatched commissions on this quest, the report of the latter committee, as transmitted by United States Consul W. C. Hamm at Hull, Eng., being summarized in a recent number of the Electric Railway Journal.

Three systems were observed—the Mercedes-Stoll, in operation in various parts of Austria; the Filovia, on six or seven routes in northern Italy, and the Max Schiemann in Germany, particularly in the Rhine country.

The vehicles used on each of these systems do not differ much from the single-deck motor omnibus, save in having some means for collecting current and returning it to the two overhead lines, the chief difference between the systems being in regard to the arrangement for keeping the two collectors on the cables.

In Vienna, where the Mercedes-Stoll system was seen in operation, the length of the road inspected was about 1½ miles, the road, which has about 100 yards of gradient of 1 to 10, being macadamized. On this route there are two pairs of cables, one for going and the other for returning cars; elsewhere one pair is made to suffice, so that when two cars meet one has to stop and remove its connection with the wires until the other has passed.

The vehicles carry 12 passengers seated and can carry 12 more standing, including the front and rear platforms. The cars are entered at the operating end, the driver discharging all the duties of conductor.

Riding in these cars is reported to be smooth and comfortable. The brakes are ample, and springs are fitted to prevent running backward if the car is stopped on a hill.

The motors, which are each of 20 horsepower, form the hubs of the rear wheels, and the current is collected from the supply cable by means of a pair of wheels running on the top of the wire, a similar pair transferring the current to the return cable. A weighted pendulum slung from a frame carrying these two pairs of wheels keeps them well pressed upon the wires and the current is conveyed to the motors not by a trolley pole, but by a pair of cables which allow the car to pass to any part of the road in avoiding other traffic. The empty car weighs 2½ tons.

The Filovia system car will take 30 passengers. A framework carrying two pairs of wheels, one pair in contact with each overhead cable, is employed to maintain the circuit. It is very similar to that used in the Mercedes-Stoll system, save that a pole is used to press the wheels against the under side of the cables. There are two direct current motors of 10 and 12 horsepower each.

The route, owned by a private company, is 4½ miles long and the fare is 8 cents. The vehicles can be reversed, turned and maneuvered without removing the trolley, and can take heavy gradients over bad and muddy roads without difficulty, vibration or noise.

In the Max Schiemann system, seen at Muhlhausen, contact with the pair of cables was maintained by means of a pole carrying at its extremity a pair of sliding shoes, the overhead construction being similar to that of the system previously described. The vehicle carries about 15 passengers, seated. One motor drives out the fore axle. The steering is comparatively heavy and as only the front wheels have rubber tires there is considerable vibration and noise. The weight of the empty car is 6280 pounds. The design of this type, however, is said to be undergoing modification.

In all three systems the lightness of the vehicle causes the road to undergo less abrasion than in the case of cars carrying their own engines.

SHIP KOOTENAY ZINC TO ENGLAND

NELSON, B. C.—John B. Orr, a member of the British Association, and president of a prominent English firm using large quantities of zinc in the manufacture of paint, has been visiting this part of the province with the object of securing a supply of this metal.

Mr. Orr was very favorably impressed with the high grade of zinc ores in the Kootenay district and has arranged for shipments to England on behalf of his firm. It is his expressed belief that British manufacturers will in the near future draw a large proportion of their zinc ore from British Columbia, which possesses the premier zinc of Canada.

BIG RANCH DEAL FOR CALIFORNIA

MERCED, Cal.—One of the largest land deals recorded in this section of California was completed when the C. W. Wooster Company of San Francisco took a bond on the Chowchilla ranch, 14 miles south of Merced.

The ranch contains 108,000 acres and the deal is said to have involved more than \$1,000,000. The Wooster Company plans to irrigate the tract and colonize it.

Immense Fleet of River Boats to Escort President Taft on His Voyage from St. Louis to New Orleans

Flotilla of Government Torpedo Boats and Destroyers to Act as a Guard of Honor on the Mississippi.

WATERWAY NEEDS

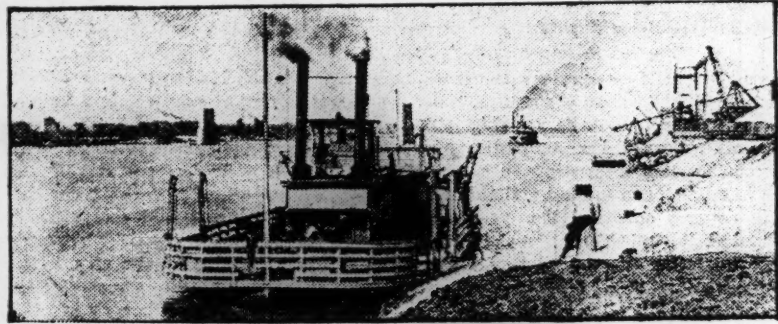
ST. LOUIS—Not even in the palmy days of steamboating, when one steamer on the Mississippi was seldom out of sight of another, and a pilot's time was divided between steering his craft and sounding signal whistles, did ever such a fleet foregather as will act as escort to President Taft from St. Louis to New Orleans.

Not only has every large upper river packet, temporarily out of its run because of low water, been engaged for the trip, but the owners of many steamers that might still operate at a profit have been tempted by liberal offers to charter their big boats and take care of the trade as best they may with the little ones. To the 30 or 40 packet-boats that will form a part of the river parade for 1200 miles, the government will add a flotilla of torpedo boats and destroyers as a guard of honor.

Many invitations have been extended to President Taft from owners and charterers of passenger packets, but it is unlikely he will change his intention of traveling on the government steamer Mississippi. It is well fitted for privacy and room, being the official steamboat headquarters of the Mississippi river commission. On her the President may have not only his particular stateroom, but his private office adjoining.

The river promises a fair stage of water when the President and his fleet start southward. If not, there are 12 dredge boats that, placed at the shoalest crossings, could soon scoop out a nine-foot channel at the lowest possible water-line.

The appropriations are so small for Mississippi river work that one is exhausted before another is available, and the treacherous river never overlooks an



VIEW ON MISSOURI RIVER AT KANSAS CITY, MO.

The entire fleet on the Missouri river at Kansas City, Mo., at the present time is composed of a ferryboat and an excursion steamer. This fact will be presented among others to President Taft in the pleas for further improvement of our waterways.

opportunity of undoing the work of man. Hence the cost of river improvement is almost double what it might and could be.

Four fleets of government craft for river improvement are maintained south of the Missouri river; one at St. Louis, one at Memphis, and two divided between Greenville and Vicksburg, Miss., and New Orleans. That at Memphis is the largest.

The government is now expending several hundred thousand dollars in building a drydock, enormous shipways and repair shops at West Memphis to keep in condition a fleet that is regrettably idle more than six months in the year. The tied-up fleet at West Memphis counts in its tonnage from 10 to 12 steamboats and not less than 100 barges and flats. More than \$2,500,000 in floating capital is moored at West Memphis, and idle six months in twelve.

But there is one class of river steamers whose work is never finished, and which are always on the go. Snagboats travel continuously on the larger tributaries of the Mississippi as long as the water will permit. Between St. Louis and New Orleans they are always at work. With Memphis as the meeting point, the McComb and the Wright, the two most powerful snag destroyers ever built, divide the big stream, working all the time, for dead trees and even live trunks from caving banks are a constant menace to navigation and must be kept down. On one of these huge craft Capt. Horace Bixby, under whom in ante-bellum days Mark Twain

"learned" the river, is pilot, still hale and hearty.

The other craft that moves periodically without awaiting orders is the Oleander, lighthouse tender for the sixteenth district, extending from Cairo to the Passes, with headquarters also at Memphis. It is the duty of the crew of the Oleander not only to carry supplies to the light keepers along this thousand and more miles of river, but to survey and sound the crossings on each of her quarterly voyages, moving the lights up or down the banks as the soundings show how the crossings should run. The Oleander makes a straight run to Cairo from Memphis without a stop. Then she sounds, surveys, lays off lights according to the new marks, and supplies and pays off the keepers of the 2000 and more lights between Cairo and the Passes. When the voyage is over, the commander issues a bulletin that is printed in every paper along his route and posted at every landing and wharfboat, itemizing the changes in the channel since the last trip of the boat.

But even in three months the record of the Mississippi may easily become ancient history, so changeable and treacherous is this fickle stream. Therefore each pilot belonging to the association, and that means nearly all of them, posts such changes in the channel as he has observed, be his trip one of three months or three days, in the nearest pilots' box, and also sends it to headquarters. Between the two, the President has a safe journey ahead of him.

News of the Playhouses

CHICAGO OPENINGS.

Oct. 3—"The Barrier" at McVicker's.
Oct. 3—Miss Louise Gunning in "Marcelle" at the Garrick.
Oct. 3—"The Wolf" at the Globe.
Oct. 3—"Under Southern Skies" at the Crown theater.
"The Barrier" has been made by Eugene Presbury from Rex Beach's like-named novel of the far north. The play relates the story of the rivalry of a southerner and a French-Canadian for the hand of the heroine, who, we are seriously informed, is worthy of the interest of her women. Theodore Roberts will be the principal player, coming to stardom in this play. Miss Florence Rockwell, W. S. Hart, Alphonse Ethier and Richard Thornton have been chosen for conspicuous positions in the cast.

NEW YORK OPENINGS.

Oct. 4—"On the Eve" at the Hudson.
Oct. 4—Forbes Robertson in "The Passing of the Third Floor Back" at Maxine Elliott's.
Oct. 4—"A Citizen's Home" at the Majestic.
Oct. 4—G. P. Huntley in "Kitty Grey" at the Grand Opera House.
Oct. 5—"The Fourth Estate" at Wal-lack's.

BOSTON OPENINGS.

Oct. 4—William Collier comes to the Hollis in an amusing play written by himself and J. Hartley Manners.
Oct. 4—James T. Powers comes to the Majestic in "Ivanna," a delightful English musical comedy.
Oct. 4—"The Three Twins" comes to the Boston with Clifton Crawford and Miss Bessie McCoy.
Oct. 4—"The Circus Girl" will be received at the Castle Square.
Oct. 11—"The Squaw Man" comes to the Globe.

"CHANTECLER" IN REHEARSAL.

Rehearsals of "Chantecler" have at last begun at the Porte Saint-Martin, but the first one concerned only minor roles. Guitry and Mme. Simone, principals, were not in attendance, says the New York Times. Jean Coquelin says he hopes for the first representation in November. Absolute secrecy is maintained as to the plot of the piece, scenery, costumes, and dialogue, and it is said that this course will be continued until the very night of the production.
Boxes are already selling at \$100 each, and the bookings for the first night exceed \$5000.

A Play Without a "Script."

After playing "The Patriot" all last season, William Collier recently called a rehearsal of the company in order to fit the production out with a slight essential for its forthcoming tour—namely, a manuscript of the play. It is an actual fact that the dialogue of "The Patriot," subject, as is Mr. Collier's wont, to changes and additions night by night, never found its way on paper except for a half dozen speeches or so. Mr. Collier confided to the backs of envelopes or to the wrapping paper that covered his weekly theater laundry. But as there are several changes in this year's cast—Miss Helena Collier

Garrick being replaced by Miss Marion Abbott, for example—a manuscript of the play became an absolute necessity a few days ago. It became so necessary, in fact, that the entire original cast of "The Patriot" had to be summoned to repeat as much as they could remember of the parts they played last year, and loud enough for a stenographer sitting in the second row of an otherwise empty orchestra to hear them and take notes.

But the scheme was not much of a success. The lone stenographer sitting out front was soon regarded by everybody on the stage as an audience. Everybody "played to him." After he had yielded a few hearty laughs he was discovered to be a good audience. Then a lively competition set in among the people on the stage to see who could make the best impression on "the audience out front."

The scramble for laughs continued all through the first act, the stenographer working industriously and only occasionally laughing. But the laughs became more plentiful during the second act and just after the rise of the curtain on the third act Mr. Collier stepped down front and, with a perfectly straight face, mumbled something under his breath that caused the stenographer to laugh uncontrollably. The notes were found to be valueless, and the result is that "The Patriot" will again have to go on tour without a manuscript.

NOTES.

Winchell Smith is writing a new comedy for Messrs. Colan & Harris to be called "The Outsider." It will be given an early production.

It is announced that Miss Constance Collier, who is to play the chief woman's part in Henri Bernstein's "Israel" when it is brought out at the Gaiety theater, will during the "Israel" season give a special performance of Shakespeare's "Antony and Cleopatra."

Leo Fall, the composer of the music of "The Dollar Princess," has cabled that he has sent four new numbers, which will be incorporated in the score of "The Dollar Princess" in next Monday night's performance.

Henry W. Savage's plan to make a musical comedy of "The Florist Shop" will be carried out at the end of the current engagement in Philadelphia.

Raymond Hitchcock in George M. Colman's new musical play, "The Man Who Owns Broadway," will begin his Broadway season at the New York theater on Monday, Oct. 11.

Frank Lea Short will deliver an address in New York city on "Medieval Guilds and the American Dramatic Guild," at the Berkeley theater hall, 21 West Forty-fourth street, next Sunday afternoon.

Miss Bertha Galland has put Lee Wilson Dodds' "The Return of Eve" into rehearsal, so a revival of that play is now assured.

"A sculptor or a painter," says John Drew, "is judged by the work he does. So should an actor be. His relation with his public should stop irreconcilably at the footlights. What he accomplishes upon the stage should be the only thing of interest."

CURRENT BOSTON ATTRACTIONS.

This is the final week of "The World and His Wife" in which William Faversham is appearing at the Majestic. "On the Eve" on Monday opens an engagement in New York, after successfully introducing Miss Hedwig Reicher to the American stage at the Hollis. "The Gay Hussars" dispenses its pleasant music and fun only until Saturday night at the Boston. "Our New Minister," a good rural play, is to be seen only this week at the Castle Square.

Charles Klein's "The Lion and the Mouse" continues this week and next at the Globe, and Miss Rose Stahl stays another week after this at the Colonial.

"The Candy Shop" at the Tremont for a pleasant musical comedy and "A Gentleman from Mississippi" at the Park for a most amusing political drama, remain with us indefinitely.

TO REORGANIZE SYSTEM IN PARIS

Minister of Public Works Has Scheme to Better Telephone Service—Will Cost Twenty Million Dollars.

PARIS—The almost proverbial inadequacy and inefficiency of the telephone system in Paris having been fully recognized by the new ministry, steps are being taken to put an end to the trouble. M. Millerand, minister of public works, is elaborating a scheme for the complete reorganization of the telephone service which will undoubtedly have the support of public opinion.

His plan, which will be presented to Parliament at the autumn session, will require an outlay of \$20,000,000 and is designed to make the telephone service worthier of a greater capital than it is today.

The Chamber of Commerce, the municipal council and the conseil-general will be called upon to assist the state in providing for the improvement of the service. When the facilities are extended it is proposed to lower the annual charges from \$80 to \$60.

EMPEROR HONORS AN AMERICAN.

VIENNA—W. J. Holland, director of the Carnegie Museum at Pittsburgh, who took over the east of a diplomatic, presented to Emperor Francis Joseph by Andrew Carnegie, has had conferred on him the decoration of officer of the order of Francis Joseph.

FLOWERS

EITHER loose or made up into beautiful and artistic arrangements for any purpose required at most reasonable prices. We also offer helpful suggestions. Telephone orders very carefully attended to.

J. NEWMAN & SONS, 24 Tremont St. Tel. 4110 Main.

WEDDING INVITATIONS AND CALL CARDS W. B. Clarke Co. 26 and 28 TREMONT STREET

In the Realms of Music

ANDREAS DIPPEL upon his return to America made the noteworthy announcement that the Metropolitan Opera Company is about to organize a school of the ballet. He announced other matters, too, such as the plans for opening the season in New York, Brooklyn, Philadelphia and Baltimore, but the thing that called especial attention to his return was his news that the company intended to make an experiment in operatic education.

This news might just as well have been imparted by cable some days earlier, when the final arrangements were made with the new ballet teacher, Madame Cavalazzi; but, if it had been, Mr. Dippel upon being greeted at the wharf by the fraternity of questioners who are always present when an opera manager disembarks, would have been in the predicament of having nothing to say.

Soon to follow Mr. Dippel across the sea is Giulio Gatti-Casazza, whose rank in Metropolitan management is somewhat higher than that of his associate, and whose return should therefore be more momentous. What news will he bring? He should tell, for one thing, what is that important engagement which, according to one of the New York papers, the manager who has just arrived did not feel at liberty to announce. If this engagement is with a singer it does not seem possible that it can be with a tenor; for all the tenors who are expected to outstay Caruso must have been imported to this country ere now. More likely it is with a soprano, for although the Metropolitan list of sopranos is a distinguished one, it could be increased by another great name and then not surpass the strength of former days.

Miss Josephine Knight, a Boston soprano, whose picture is presented in these columns today, sang with the Apollo Club and with the Cecilia Society in 1907. Through these organizations and the Orpheus Club she has had her chief recognition in Boston thus far. For the past three seasons she has been one of Emil Mollenhauer's soloists on the spring tour of the Boston Festival Orchestra. At the music festivals and oratorio concerts of New England cities and towns where she has appeared she has sung oftenest in "The Creation," but she has sung in all the cantatas and oratorios that are commonly given by choral societies, and moreover she has taken part in concert performances of "Faust," "Aida" and "Trovatore." Her first appearance as a Handel and Haydn soloist will be at the "Messiah" concert of Monday evening, Dec. 20.

MONTREAL BOARD WILL HAVE FUNDS

MONTREAL—A report at city hall shows that the new board of control, which will be elected in February next, will have an enormous amount of money at its disposal to spend and citizens are looking forward to the quick improvement of streets, parks and public buildings. The board will have no less a sum than \$24,000,000 to handle.

ENGLISH EXPERT STUDIES CANADA

OTTAWA, Ont.—S. P. Cockerill of the foreign office, who had been here for several days, left for Toronto. Mr. Cockerill was formerly commercial attaché to the British embassy at Madrid, and is visiting Canada on behalf of the imperial government, to study the trade conditions of the Dominion.

Now All We Ask for This

Flannel Waist

— IS —

\$1.98

We do not know much about Waists, but customers who have seen it say it is equal to waists offered elsewhere at \$2.50. It is made as shown in the cut, of washable flannel in pretty stripes in Blue, Green and Grey. It is well made and is a very attractive waist. Our low price is possible because waists with us are a sale issue. The things this store is noted for—Rugs, Silks, Mattings, etc., pay the expense, hence waists and kimonos can be sold at scarcely any profit and still pay.

Entirely new things from Japan and China are going on sale daily from now on and are suggestive for Wedding, Holiday and Birthday offerings.

Charge Accounts Solicited Come Shopping in the Orient at

Walter M. Hatch & Co.'s

43 Summer St., Boston. Please Mention The Monitor. We refer to it.



MISS JOSEPHINE KNIGHT.

Handel and Haydn soloist in the "Messiah," to be presented in Boston Dec. 20.

BALLOON PILOTS OFF TO ST. LOUIS

Two Massachusetts Aeronautical Graduates Will Enter Endurance Race—Another May Have Place in Contest.

NORTH ADAMS, Mass.—Massachusetts is now graduating a considerable class of aeronautical pilots, and in the coming St. Louis balloon endurance race will have two, and possibly three, representatives in the contest.

N. H. Arnold of this city has left for St. Louis, where on Monday he will pilot the balloon Conqueror, in which A. H. Forbes and A. Post fell 3000 feet to earth without injury in the same Berlin race. Clifford B. Harmon of New York, who has made most of his qualifying trips in this state, will pilot the balloon New York. A third possible contesting pilot will be H. Helm Clayton of Canton.

JOHANNISTHAL, Ger.—M. Rietot, accompanied by his wife, has left here for Cologne, with the intention of undertaking a series of flights in his aeroplane at that city. He was a competitor for "aviation week" here, and Wednesday the management of the meet seized the French aviator's machine, alleging breach of contract.

WILL ERECT CITY HALL.

BUENOS AIRES, Argentina.—It has been decided to tear down the historic Independence hall, at present used as a civil court, and erect a magnificent city hall on its site.

The Ditson Collection

HARPS

From Celebrated European Makers.

All in good condition, none of them perfectly new, most of them better than new.

All of them in first-class repair and perfect playing order.

Every HARP coming into our possession passes thru our Factory and Workshop and is carefully overhauled, faulty construction, so far as possible, eliminated and critically examined by expert Makers, Repairers and users of HARPS, before we offer them for sale.

HARP FITTINGS and SUPPLIES of all kinds. The BEST QUALITIES OF STRINGS, PINS, BAGS, TUNING HAMMERS, and a complete stock of MUSIC, for which we publish a Catalog. Send for it.



No.	Price.	Make.	Description.
4048	\$350.00	ALEX. BLAZDELL.	Double-action, Grecian pattern, curly maple body, natural finish, 43 strings.
2750	150.00	J. F. BROWN.	Double-action, medium size, finished in bronze and black throughout, fluted column, 44 strings.
2888	150.00	J. F. BROWN.	Double-action, medium size, finished in black, 43 strings.
3333	500.00	BROWN & BUCKWELL.	Double-action, concert size, curly maple body, natural finish, sounding board hand painted, column and base carved and finished in pure gold-leaf throughout, 45 strings.
605	350.00	I. DELVAU.	Double-action, medium size, finished in black and gold, Corinthian column, 43 strings.
2258	350.00	I. DELVAU.	Double-action, Gothic pattern, satinwood body, natural finish, 44 strings.
426	300.00	T. FORT & SONS.	Double-action, small semi-grand, imitation curly maple body and sounding board, finished with gold, head ornamented with floral decorations, Corinthian column, 44 strings.
1441	350.00	ERARD.	Double-action, Grecian pattern, finished in black and gold, 43 strings.
1006	600.00	ERARD.	Double-action, Concert size, bird's-eye maple body, finished in gold, curly maple, natural finish, sounding-board, hexagon paneled column, 46 strings.
1783	500.00	ERARD.	Double-action, semi-grand, black and gold body and sounding-board, head ornamented with gilt angels and bas-relief, Corinthian column, 43 strings.
2177	600.00	ERARD.	Double-action, grand Concert, curly maple, natural finish, and gold body and sounding board, hexagon column with head beautifully ornamented, 46 strings.
2315	600.00	ERARD.	Double-action, grand Concert, curly maple and gold body and sounding board, hexagon column finished in gilt with head beautifully ornamented, 46 strings.
3104	350.00	ERARD.	Double-action, Grecian pattern, ebonyized body, beautifully decorated sounding board and head, 43 strings.
3121	450.00	ERARD.	Double-action, Grecian pattern, ebonyized body, with finely decorated sounding-board and head, 43 strings.
3884	500.00	ERARD.	Double-action, semi-grand, black and gold body, natural finish sounding board, Corinthian column, head ornamented with gilt angels and bas-relief, 43 strings.
4692	400.00	ERARD.	Double-action, Grecian pattern, maple body and sounding-board, natural finish, 43 strings.
1430	400.00	I. & L. ERAT.	Double-action, semi-grand, black and gold body, sounding-board decorated with gold, Corinthian column, head ornamented, 43 strings.
1632	350.00	I. & L. ERAT.	Double-action, Grecian pattern, bird's-eye maple body and sounding-board, 43 strings.
1695	350.00	I. & L. ERAT.	Double-action, Grecian pattern, maple body, imitation oak, beautifully decorated sounding-board, 43 strings.
1694	350.00	I. & L. ERAT.	Double-action, Grecian pattern, curly maple body and sounding-board, natural finish, 43 strings.
325	300.00	GROSJEAN & WILLIAMS.	Double-action, semi-grand, black and gold body, rosewood sounding-board, natural finish, ornamented in gold decalcomania, Corinthian column, head ornamented with floral decorations, 43 strings.
26	300.00	JACKSON & LYON.	Double-action, small semi-grand, bird's-eye maple body and sounding-board, 43 strings.
424	300.00	I. SCHWEISO.	Double-action, Grecian pattern, dark satinwood body, with imitation oak sounding-board, 43 strings.
810	300.00	SCHWEISO & CO.	Double-action, semi-grand, bird's-eye maple body and sounding-board, 43 strings.
482	300.00	E. SERQUET.	Double-action, semi-grand, black body, sounding-board artistically ornamented in gold, Corinthian column, head ornamented in gold with angels, 43 strings.
836	350.00	E. SERQUET.	Double-action, Grecian pattern, Concert, satinwood body, natural finish, decorated sounding-board, 44 strings.
400.00	STUMPF.	Double-action, Grecian pattern, ebonyized body, sounding-board with gold decorations, 43 strings.	

WE SELL HARPS, WE RENT HARPS, WE BUY SECOND-HAND HARPS.

HARPS more than any other class of Musical Instruments should be bought of a reliable and responsible Dealer.

Oliver Ditson Company

150 Tremont Street, Boston, Mass.

CHAS. H. DITSON & CO., J. E. DITSON & CO., New York, N. Y. Philadelphia, Pa.

AMERICA'S MUSICAL STRING HOUSE

THOUSANDS READY FOR LAND RUSH IN DAKOTA ON MONDAY

Two and One Half Million Acres of Farming Territory to Be Distributed Among Householders, in Accordance With President's Recent Proclamation.

NEW YORK—Next Monday a great land rush will occur in the north central portion of South Dakota and the adjacent territory in North Dakota. About 2,500,000 acres of agricultural and grazing land will be distributed among eager homesteaders in accordance with the provisions of a recent proclamation issued by the President.

The land to be opened will be sufficient in quantity to furnish farms of 160 acres each to about 1400 homesteaders. All the land lies west of the Missouri river, the river being the eastern boundary of the Cheyenne river and the Standing Rock reservation, which include the territory involved. These lands are approximately 100 miles long and 40 miles wide.

If the number of registrations for reservations which have been opened in the last few years are to be taken as a criterion for the rush for Cheyenne river and Standing Rock lands, the number will be close to 200,000. The heaviest registrations will be at Aberdeen, Pierre and Le Beau, as these will be the first towns to be reached by the eastern traveler on one of the three roads on which registration places have been designated. The country to be opened has been held by the Sioux Indians as their choice, next to the Black Hills country, which was their first choice of location in the Dakota country, but out of which they were forced by the gold discoveries. From that section they went to the beautiful valleys of the Cheyenne, Missouri, Grand and Cannonball rivers, where they have been allowed to remain until the growing population of the white man demanded these lands.

While some Indians let go with reluctance, the more progressive ones are perfectly willing that the surplus lands,

after they have taken their allotments, shall be sold.

The portions the Indians retain are along the Cheyenne river and in the northern part of this state and southern North Dakota, along the Missouri river. The land to be opened comprises practically 2,000,000 acres after the Indian allotments have been taken, and will make homes for more than 12,000 white families.

While there is now only one railway actually in operation across any portion of the tract—the St. Paul road, running through the northern end of it—by the time the settlers get located they will find good rail facilities for bringing their products out.

WASHINGTON—The bureau of forestry has recently issued a small publication, entitled "Future Use of Land in the United States," which is attracting some attention in view of the prospective opening of a new allotment of land in the West and the expressions of interest in regard to the future of the natural resources of the country. The study is regarded as giving a fairly probable forecast of the direction in which agricultural enterprise is likely to develop.

According to the forestry investigations the area needed for agriculture 50 years from now will be about 50 per cent of the total area of the United States, instead of, as now, about 21 per cent. During the past 50 years the improved farm land has increased from 113,000,000 acres to 415,000,000 acres, or nearly 370 per cent. At this rate the agricultural area of the country would be added to by at least 1,000,000 acres in 50 years, and would thus include nearly 80 per cent of the total land area of the United States.

CONGRESS FOR DRY FARMERS TO STUDY ARID CULTIVATION

Meeting Scheduled for Billings, Mont., Oct. 25-28, Will Discuss Projects That Have Transformed Large Areas Where Rainfall Is Very Much Below Normal

WASHINGTON—The entire country has heard much of the irrigation congress which met recently in the West, because of the big men there and the fervent discussions. Much less attention will be drawn to the dry farming congress which will meet at Billings, Mont., Oct. 25 to 28. Dry farming is a little less picturesque than the irrigated kind, and those people who have been wont to look upon the arid country of the West as the embodiment of uselessness will be mightily surprised to hear of the transformation which agriculture has accomplished there.

On land having as little as 10 or 12 inches of rainfall, about one third of the fall in the Mississippi valley, skilled farmers are now raising 25 to 45 bushels of wheat to the acre. And land values in Montana, for instance, have gone up from \$5 to \$30 per acre in some localities. Five or six years ago nearly all of the land now utilized for dry farming was considered practically worthless.

This transformation has been brought about entirely by experimenting and by teaching farmers. There are now 11 stations in the arid regions at which experiments are continually going forward. At each station are two or more farming experts, who experiment and observe all

through the open season. In the winter they return to Washington, compare notes and put their conclusions into workable shape.

These stations aim to make no uniform rule for farming the entire arid area of the country. The chief requirements of success are summer fallowing and proper selection of crops, according to W. M. Jardine, one of the leading government experts. Usually the land must be carefully cultivated every other summer and be without a crop.

In dry farming heavy machinery must be used and everything done on a tremendous scale. One company operating near Forsythe, Mont., has more than 3000 acres. Its power is furnished by a steam engine of 110 horsepower, which pulls 23 plows at a time. Hitched behind the plows the engine pulls enough harrows and drills to complete the operation of putting in the wheat.

At harvest time this same engine, which has about seven times the power of an ordinary threshing engine, pulls and operates machines which cut, thresh and bag the grain in a single operation. With this machine the company harvests from 30 to 50 acres per day. The average expenditure to operate this farm is \$50 to \$55 per day.

NEW ENGLAND FRUIT SHOW IN OCTOBER HAS RICH PRIZE LIST

The premium list of the New England Fruit Show at Horticultural hall, Oct. 19-24, which has just been issued, contains several large money prizes. This show is the direct outcome of the conference of the governors of the several New England states, held in Boston last November, for the purpose of discussing the agricultural possibilities of their states.

The exhibits are confined to New England products and it is expected that they will prove that this part of the country may still be considered a fruit raising section, both in quantity and quality. Liberal prizes and premiums are offered for the best displays in every class.

Baldwin apple growers will have an opportunity to contest for the Governor Draper cup, and in the other apple classes are to be found a large number of premiums for all varieties.

In order to encourage the growing of apples for market, a majority of the premiums are offered for packed exhibits. In class D a grand sweepstakes prize of \$100 is offered for the best barrel of apples of any variety and a grand sweepstakes prize of \$75 for the best box of apples, any variety, fruit, package, and packing to be considered.

In class E special prizes are offered by the agricultural societies of Massachusetts, which are to be awarded only to growers of the Bay State. The conditions call for the exhibits of grapes, pears and apples to be placed in baskets and must weigh not more than 25 pounds or less than 15 pounds. There are also classes for fruit exhibited on table plates.

BOSTON CITY CLUB MEMBERS TO PLAY 'KOMMERS' TONIGHT

"Kommers" is the name of the entertainment that will mark the opening of the season at the Boston City Club, tonight. Talented members of the club will appear, and instrumental music will be furnished by Van Vliet's orchestra.

The following coming events have been scheduled: "Africa, and the Slavery in Portuguese Plantations," Oct. 7, with addresses by Dr. G. Stanley Hall, the Rev. Herbert S. Johnson and Joseph Burtt of London, who has been investigating the subject.

Plans 1 and 2 of the new city charter will be discussed at the meeting Oct. 14, Robert Luce presiding. Plan 1 will be presented by John P. Leahy and W. T. A. Fitzgerald. Plan 2 will be presented by George A. O. Ernst and John R. Murphy.

Dr. James C. Monaghan of New York will address the club on "Industrial Education" on Oct. 21. Frederick P. Fish, chairman of the state board of industrial education, will preside.

TECHNOLOGY MAN FOR Y. M. C. A. POST

The management of the polytechnic school of the Boston Young Men's Christian Association announce an important addition to their faculty in the appointment of Royal D. Bradbury, S. B., of the M. I. T. staff, as head of the department of concrete engineering and structures. Mr. Bradbury is consulting engineer for the Boston Elevated Railway Company.

Telegraph Briefs

VETERANS MEET AT AUBURN.

AUBURN, Me.—Upward of 100 delegates are here attending the national encampment of the Union Veterans' Union, which is held this year for the first time in Maine. A campfire was held Wednesday night at which Governor Fernald spoke. The election of officers will be held today.

DUPLEX COMPANY RECEIVERS.

BELFAST, Me.—Judge Whitehouse has appointed Mayor Edgar F. Hanson and Elmer A. Sherman as receivers of the Duplex Roller Bushing Company of this city. The principal creditor of the concern is H. Holton Wood of Boston, the principal stockholder, who has a claim of \$91,000.

SPOKANE RATES ARE OPPOSED.

PROVIDENCE, R. I.—Opposition to the proposed Spokane freight rates has been advanced by the Providence Board of Trade at a special meeting held in the board building. United action by New England organizations is recommended in a set of resolutions that were adopted.

MAY TAX HARRIMAN ESTATE.

CHICAGO—The property of E. H. Harriman in this state may have to pay the Illinois inheritance tax of 2 per cent. County Judge Rinaker has appointed J. Scott Matthews to appraise it. The Illinois Central and Chicago & Alton holdings are said to be subject to the tax.

YACHT PETREL PURSUED.

PORTLAND, Me.—The state fish warden's launch Carmelita, with Wardens M. F. Hanna and Isaac Snow on board, pursued to the three-mile limit the Boston yacht Petrel, charged with purchasing short lobsters in Casco bay and carrying them to the Boston market.

PROMOTES LEAGUE OF JUSTICE.

SAN FRANCISCO—Ex-Gov. Joseph W. Folk of Missouri has been engaged to promote a league of justice and will make a lecture tour of California this fall in the interests of the movement. It is the intention to create, if possible, a national organization.

BREAKS TYPEWRITING RECORD.

NEW YORK—Miss Rose L. Fritz broke the record by writing accurately 95 words a minute in the preliminary events of the international typewriter championship contest at Madison Square Garden. H. C. Blaisdell was second, with 92, and F. H. Coombs third, with 87.

MISSIONARY WILL SPEAK.

WORCESTER, Mass.—W. Hagquist of this city, who, for the past 10 years has been a missionary in China, will return here Oct. 10 and deliver an address on the Chinese missionary movement in the Salem Congregational and the Quinsigamond Congregational churches.

NEW JERSEY REGULARS WIN.

TRENTON, N. J.—The primary election throughout the state resulted in an almost complete victory for the regular organizations, and a decided defeat for the new idea Republicans, who seem unlikely to be represented in the next Legislature.

COAL SUIT TO BE CALLED SOON.

NEW YORK—The preliminary hearing on the government suit to dissolve the alleged anthracite coal trust is completed and the government will move late in October the trial of the case in the United States circuit court at Philadelphia.

HUNGARIAN STUDIES FARMING.

TOPEKA, Kan.—John Satary, representative of the Hungarian government, is traveling over Kansas, studying dry farming, sugar beet raising and general farm methods, with a view of introducing many reforms in farming in Hungary.

INSTALLATION DATE IS SET.

MIDDLETOWN, Conn.—Prof. Karl P. Harrington of the committee on the installation of Dr. William A. Shanklin as president of Wesleyan university announces that the exercises will occur in the Middlesex Opera house at 10 a. m. Nov. 12.

SHIP CLAN MACKINTOSH IS SAFE.

CALCUTTA—The British steamer Clan Mackintosh, one of the Madras Steam Navigation Company's vessels, which was reported from Rangoon to have blown up at sea, has arrived here safely, having met with no mishap of any sort on the way.

MOTOR-BOAT MARINER RESCUED.

LYNN, Mass.—Harry Brown of this city, who was adrift in a disabled motor boat for 20 hours in the high seas of Monday and Tuesday, was picked up by a Gloucester fishing vessel and returned to this city Wednesday night.

ADDS BOOKS TO LIBRARY.

BRANCH MILLS, Me.—Thomas Duns, more has added 400 new books to the public library, and has also furnished all the cases for the books. He has placed \$200 at interest to be used to keep the building in repair.

DENVER MAN FOR FEDERAL PLACE.

WASHINGTON—Ernest M. Knaebel of Denver is to be appointed one of the assistant attorneys general. He will succeed Judge A. A. Richards, resigned, and will probably be placed in charge of the land branch prosecutions.

BANDMASTER CREATOR WEDS.

DETROIT—Signor Francesco Creator, the bandmaster, and Miss Erma Calamara, daughter of Mme. Calamara, of the North Side School of Music, were married Tuesday. They first met at a Creator concert a week ago.

CENSUS OF TRAVEL TO BE TAKEN.

PALMER, Mass.—The state highway commissioners will take another census of the travel which passes over the state highways in this section from three observation stations, beginning Oct. 10.



Our Formal Fall Opening Display of High-Class Millinery

Includes Authoritative Models from Paris, Berlin and New York

SUPREME as the arbiter of millinery fashions for New England, this store has assembled this season the most magnificent array of Hats ever seen in Boston. Twice each year our buyer visits those fashion centers Paris and London—where our standing allows us to make selections from the finest productions of millinery artists famous the world over.

In addition to these exclusive models are many high class hats that are most artistically reproduced and modified from very high priced models of foreign design. Our assortments of artificial flowers, ornaments and other accessories are immense, offering every conceivable sort of trimming desired.

Imported Hats—In French parlor are shown exquisite models from Paris and London, only those of recognized authority having been selected. Prices.....**25.00 to 150.00**

New Hats—From our own workrooms, where only the best talent is employed, comprise large, small, medium shapes; a variety of Tricorne effects, trimmed with our own imported materials, much of it exclusive; a large and attractive line for selection. Prices.....**7.00 to 20.00**

Black Fur Turbans—Trimmed and lined, all ready to wear, made in large Cossack effect. Price.....**3.00**

Felt Hats—Up-to-date styles, in the best domestic felts, untrimmed; black and colors. Prices.....**1.25 to 2.00**

Trimmed Hats at 5.00—There is a wide selection offered here, in both shape and trimming. These are all carefully designed, trimmed in our own workrooms and are the best values obtainable.

Imported and Domestic Trimmings of all Kinds

Paradise Feathers—Magnificent Paradise effects, in aigrette and sweep effects, black, white and colors. Prices range from.....**4.50 to 75.00**

Ostrich Plumes—New novelties in rich ostrich plumes and clusters, best possible stock procurable; made by the best manufacturers in Paris. Prices.....**12.00 to 125.00**

Ostrich Feathers—Domestic finished ostrich feathers, made from the best quality of stock and carefully finished; in black, white and colors. Prices.....**1.50 to 30.00**

Pompons—Imported French blonde pompons, imported for the turban and small dress hats. Special **50¢**

Long French Wings—Solid and fancy colors, every desired shade, exceptional values. Price.....**1.00**

Other styles in black, white and colors, 38¢ to 5.00

French Roses—Imported large single velvet and silk roses in all the new shades, imported for our exclusive trade. Special.....**1.00**

French Roses—Other beautiful roses, with and without foliage, in single and clusters. Price.....**25¢ to 1.50**

French Auto Hoods—With chiffon veils attached, in a large variety of styles and materials, including plain and changeable silk—Bengaline, beaver, felt and chamois. Prices.....**5.00 to 12.00**

Beaver Shapes—Bonaparte beaver shapes, selected full-napped beaver; black and colors. Special.....**4.00**

Beaver Shapes—Other popular up-to-date styles in best quality full-napped beaver; black, white and colors. Prices.....**3.50 to 4.50**

Dress Shapes—Turban and tricorne, all the popular, up-to-date styles, in plush, all-silk, silk velvet, brush fur and fur felt; also combinations of silk velvet, bengaline and moire. Prices.....**1.50 to 12.00**

French Gardenias—Clusters of three to the bunch with foliage. Price.....**75¢**

Imported Orchids—Large single orchids. Special at **75¢**

Orchids—Immense assortment of orchids, with bud and fern.....**1.00 to 2.50**

Imported Camellias—In silk velvet, with bud and foliage. Price.....**87¢**

Other qualities from 1.00 to 1.50

Tinsel Foliage—Gold and silver tinsel foliage, large sprays. Price.....**1.00 and 1.50**

Tinsel Foliage—Gold and silver foliage, in rose, maiden-hair and sword fern patterns. Prices.....**75¢ to 1.25**

Tinsel Roses—French gold tinsel roses, in large single and clusters of two. Prices.....**1.00 to 1.50**

Metallic Lace—Imported gold and silver lace, exquisite rare old patterns. It just requires a small amount to give your hat that rich Parisian effect. Prices, yard.....**3.50 to 7.00**

Metallic Laces—French gold, old rose, silver and steel, fine quality, full, 24 inches wide. Per yard.....**3.00**

Jordan Marsh Company

PLYMOUTH CORPS IN SESSION TODAY

ROCKLAND, Mass.—The fall convention of the Plymouth county W. C. T. U. is being held here today in the First Congregational church. The morning exercises opened with devotional services conducted by the Rev. William Reid of the Rockland Baptist church. Miss Jessie Holbrook, president of the Rockland union, presided at the exercises

and there was an address of welcome by Mrs. L. A. R. Knight of Hull, followed by a paper by Mrs. Lucius Cook of Whitman on "Our Local Work" and by the county officers. Mrs. M. E. Cheeney of Somerville, state superintendent of the W. C. T. U. magazines, delivered an address which was followed by a banquet. This afternoon there will be addresses, a roll call, and the annual business meeting. Mrs. H. C. Rolfe will speak on "Mothers' Meetings."

FILES BOND IN CLINTON.

CLINTON, Mass.—The formalities accepting the franchise granted the Connecticut River Transmission Company to run its poles and wires through this town have been completed by the filing of a bond for \$5000 with Town Clerk James Carr.

MR. CRANE LEAVES FOR ORIENT.

CHICAGO—Charles R. Crane, recently appointed United States minister to China, has left Chicago with his family and will sail from San Francisco Oct. 5.

GARDEN CONTEST CLOSES IN SALEM

SALEM, Mass.—The annual garden contest for the school children of this city, held under the auspices of the Civic League, has just closed after a successful season. There were 744 gardens in all enrolled, and 114 inspectors superintended the work of the children. Prizes were awarded for the best vegetable gardens, grass plots, and window boxes.

ENGLAND LAUNCHES MOST POWERFUL OF BATTLESHIPS TODAY

PORTSMOUTH, Eng.—The Neptune, which, when completed, will be the most powerful warship afloat, was launched from the government dock yard here today by King Edward's sister, the Duchess of Albany, and in the presence of a huge gathering of distinguished naval officers, politicians and society people.

The launching was in direct contrast to the launching of Germany's first "super dreadnought" at Hamburg last Saturday, which was conducted with the utmost secrecy.

The Neptune is England's eleventh dreadnought. It is practically impossible for an outsider to get any definite information regarding the construction and armament of the Neptune. All that is known is that the ship will be armed with 12 inch guns, mounted in pairs and of a more powerful pattern than those of previous dreadnoughts. Her secondary armament will consist of about 25 4 inch guns, together with a particularly heavy torpedo battery. Her displacement will be 20,250 tons, or almost the equal of Germany's "super dreadnought." She is expected to be capable of a speed of 23 knots.

DENVER TO BE HOST TO BIG CONVENTION

DENVER—The annual convention of the American Street and Interurban Railway Association, representing a capitalization of \$4,000,000,000, and presenting an exhibit which will be worth many thousands of dollars, which opens the week of Oct. 4 in Denver, looms up as about the biggest thing of the kind in monetary value that the city has ever seen.

It is for the exhibit that the city has roofed over Fourteenth and Curtis street in the neighborhood of the auditorium, an undertaking which alone would astonish the average body of delegates. The tramway has installed new sidings, so that the exhibits can move along to the exhibition hall on their own wheels, and under power.

RADCLIFFE FRESHMEN ENTER

Radcliffe College on Wednesday opened its doors to the freshmen, who reported to Secretary Coes, and juniors were designated to introduce them to the teachers. At the gymnasium Miss Wright gave a lecture.

AMERICAN LECTURES IN DENMARK

COPENHAGEN—Exchange Professor Dutton of Columbia has just opened a course of lectures on American progress in education at the University of Copenhagen.

TARIFF DISCUSSION FORECASTS SPLIT IN REPUBLICAN PARTY

NEW YORK—A split in the ranks of the national Republican party is forecasted by the Washington correspondents of independent metropolitan newspapers. The issue is said to be found in the tariff, revived for discussion by recent utterances of President Taft during his western trip.

"Ordinarily, any talk about presidential prospects three years in advance of a national campaign is so much good space wasted," says the Evening Post correspondent. "In this instance, however, it appears that an issue has been created in the Republican party itself by the President's speech, which makes it necessary to say that agitation for further tariff revision downward, in accordance with the platform pledges of the Republican party last year, will continue to be an issue until the next national campaign, and that there is an element in the Republican party occupying an extreme view on this issue which proposes to put a candidate in the field three years hence."

"Such a procedure, if followed to the letter, will be significant for two reasons: It means another fight within the Republican party between the standpatters and the downward tariff revisionists, and it means, in all probability, that President Taft is to be opposed for re-nomination."

The Journal of Commerce correspondent points specifically to the woeen schedules as supplying the cause for friction within the party in power. He says: "Positive indications of the impending character of additional tariff controversy are being pointed out from day to day here by officials who are engaged in the study and application of the new act and who are close to their higher administrative authorities."

"In their opinion the fact that the President has referred in his western speeches to the woeen tariff as an instance of overgrowth and unreasonable protection is aggravating the split in the party and will tend to force the fighting when Congress assembles."

"The woeen interests are already gathering their forces, and in order to anticipate possible criticism from the President are criticizing him in advance. This will naturally lead to reprisals, and from now on there will be a good deal of mining and countermining."

ORDERS A REPORT ON CHARGES.

LONDON—The foreign office today ordered the British agent at Peru to make a complete report on the atrocities said to have been committed by the Peruvian Amazon Company, a rubber concern, against its employees in the Putumayo river district of South America.

Industry Is the Secret of Success Of the Tenants on Smaller Farms In England, Where All Must Work

Husband Will Probably Do Outside Jobs and Wife May Take in Washing and Cook for Lodgers, but Everybody Is Happy—Pony for Tourists.



SMALL ENGLISH FARMHOUSE.

The illustration shows a quaint Surrey homestead, having a particular interest on account of its peculiar construction.

LONDON—It may often be a matter of wonder how many of the smaller farm tenants in England are as successful as they are on farms consisting of less than 50 acres. These men must not be regarded as market gardeners, concentrating all their ability and labor, as well as most of their capital, on a few acres only; nor are their holdings sufficiently large to fulfill the expectations of an ordinary farm.

They cannot fairly be compared with the peasant proprietors that represent such a large and important class in the agricultural population of other parts of Europe, for as a general rule in England they are not the proprietors, but tenants only of the land they work.

Nor again may the nature of their holdings be compared, the average tenant farmer considerably exceeding on the whole that of the peasant proprietor, besides differing in methods of cultivation. Seeing, therefore, that he occupies as it were a half-way position between two distinct classes of agriculturists, what are the considerations that bear especially upon a satisfactory issue in his undertaking?

The first essential qualification to this man's success is real industry and genuine perseverance on the part of himself, and his wife and family as well. The second is that he possesses some little capital to start with, and a few savings in reserve for use as needs may be; and, thirdly, fairly good land upon which to exert his intelligence and industry.

Given these qualifications, the man and wife, especially those having one or two strong, active children able to be of use about the place, should succeed in making an income sufficient to meet the ordinary requirements of the family.

But how is this to be done? Let us, for the sake of example, take the instance of a small south of England farm, a type very numerous in that part of the country, consisting in all of some 35 acres of land, 10 of these being arable or tillage land, and the remaining 25 acres lying permanently in grass, which may be hayed or grazed to suit the requirements of the tenant and his stock in any particular year.

On entering a farm at the beginning of a tenancy there are stock, horses, implements, a cart and possibly a wagon as well, some straw, a certain quantity of hay, and indeed quite a number of other items to be provided in order to start business at all, and it may be taken for granted that these have been purchased before, probably from the out-going tenant of the place, and that they have been paid for out of such sum as the family may have in hand at the time.

This done, what are the probable annual outgoings to be met out of income?

before the balance may be handled as profit?

There will be the rent to pay, governed by the locality, as well as by the value of the land itself from an agricultural point of view. There will also be local rates to pay. Besides these, any feeding stuffs required for the stock, and not produced upon the holding itself, such as cattle cake, any extra straw, poultry food, and various other items that would need to be purchased from elsewhere.

Having briefly examined the farmer's liabilities in connection with a year's farming, let us turn to the sources from which he may draw income. It is advisable that the family be enterprising, not limiting their efforts to farm produce only. They will probably work the farm with dairying as the chief object in view, keeping a few milking cows, rearing some calves and feeding a few sheep bought in for the purpose when the supply of grass is ample.

The 10 acres of tillage land can be worked by them satisfactorily. By judicious rotation of crops they will be sure annually of a supply of roots sufficient for their cattle, of some straw, though probably they will need to buy in more of this, and a patch of clover, turnips, or some green crop suitable to the feeding requirements of their stock.

They will keep a couple of good cart horses, amply sufficient for their own needs in the matter of plowing and cultivating their few acres of tillage land, of mowing and carting their hay, and other work required, at the same time being able to do carting work by contract, or by the day, for others in the neighborhood, when the lads and horses are not otherwise employed.

The man, if industrious, will probably do laboring work elsewhere on such days as he is able to leave the work on the farm, the family minding things at home meantime.

They may keep a rough pony, with a second-hand trap and harness, which in summer should pay them well by letting out to hire, especially if the district be one attractive to visitors.

The wife may take in washing, churn the butter, collect the eggs, mind the chickens and ducklings, feed the pigs, attend to the poultry, and carry out all the household work, very probably cooking for one or more lodgers as well.

These are the main lines upon which many of this type of small farms are worked in parts of England. The methods will vary somewhat according to the agricultural conditions of the district, but it is industry that fundamentally is the keynote of all this, as indeed of the majority of the occupations.

The accompanying picture shows a small farmhouse typical of the example just described, and in this particular case the old house itself has an interest apart, as may be seen in its quaint and peculiar structure.

MILITARY TOURNEY AT ALBANY WILL BE UNIQUE GATHERING

ALBANY, N. Y.—Tomorrow activities of the United States military encampment and tournament will be opened in this city in connection with the Hudson-Fulton celebration, and Albany will entertain a unique military gathering.

The encampment will include the crack organizations of the United States army encamped with some of the crack organizations of militiamen from various states, and collectively and individually they will execute maneuvers and hold competitive and exhibition drills such as have never before been held outside regular army posts.

A feature of the tournament will be the exhibition of a detachment of enlisted men from the bakers and cooks' school of the Washington barracks, who will give many exhibitions of their work and will make a practical illustration of the work by organizing a complete field bakery, where bread for all troops in the encampment will be baked daily.

The only organization of the Massachusetts militia to attend the encampment will be company F of the second regiment infantry, whose home station is at Pittsfield. This organization has been granted permission to leave Massachusetts and will arrive here today. The company will enter some of the competitive drills of the militia.

The following are the United States army details ordered here for the encampment:

West Point—Pack train, complete, by mail.

Ft. Ethan Allen, Vt. Band (mounted), machine gun platoon and one squadron, tenth cavalry, by marching.

Plattsburg barracks, N. Y.—Band, machine gun platoon, fifth infantry, by rail.

Madison barracks, N. Y.—Companies A, B, C and D, band and machine gun platoon, twenty-fourth infantry (colored), by rail.

Ft. Jap. N. Y.—Companies A, B, C and D, fifth infantry, by commercial transportation.

Ft. Myer, Va.—Battery D, third field artillery, by commercial transportation.

Washington barracks, D. C.—Company A, first battalion of engineers; detachment of enlisted men from the Trading School of Bakers and Cooks consisting of Post Commissary Sergeants Francis Bangert and John W. Tilford and 13 enlisted students, by commercial transportation.

Ft. Niagara, N. Y.—Company C, hospital corps, 58 enlisted men.

Six wagons and four mule teams from Plattsburg barracks and four wagons and four mule teams from Madison barracks, the former to march to Albany and the second to go by rail to form a wagon train command.

DEMOCRATS PLAN NEW YORK TICKET

Fusionists Nominate Charles S. Whitman, Republican, for District Attorney, Skipping Mr. Jerome.

NEW YORK—The Democratic city convention will be held this evening for the purpose of nominating three candidates to oppose the following three already nominated by the Republicans, who still hope for aid from the fusionists:

For mayor, Otto T. Bannard; for comptroller, William A. Prendergast; for president of the board of aldermen, John Purroy Mitchell. The Democratic slate, as it is made up, is subject to "change without notice," as follows:

For mayor, Justice William J. Gaynor; for comptroller, Michael J. Drummond; for president of the board of aldermen, John F. Galvin. The nomination of Judge Gaynor is regarded as assured.

The Fusion conference committee Wednesday selected those candidates for the borough and county tickets: For district attorney, Charles S. Whitman (Republican); for justice of the supreme court, New York county, Nathan Bijur (Republican); Edward J. Gavegan (Independent Democrat); Alfred R. Page (Republican); for city court judge, Richard H. Smith (Democrat); for sheriff, John S. Shea (Republican); for county clerk, William F. Schneider (Independent Democrat); for register, Max S. Grifenhagen (Republican); for president of the borough of Manhattan, George McAneny (Independent Democrat); for president of Richmond, George Cronwell (Republican).

The Republican county convention held Wednesday night in the Murray Hill Lyceum nominated Nathan Bijur, Edward J. Gavegan and Alfred R. Page for the supreme court; John S. Shea for sheriff, William F. Schneider for county clerk, Max S. Grifenhagen for register, Charles S. Whitman for district attorney and Richard H. Smith for judge of the city court.

SPAIN AROUSING SHAM LOYALTY

LONDON—A fictitious enthusiasm, much of it actually paid for by the hour by the Spanish government, is now sweeping Spain, according to reliable information from disinterested sources.

The Melilla correspondent of the Times says that General Marina's victories up to date have been merely tactical and that he has really inflicted but little loss upon the Rifis, who are now preparing for a more aggressive campaign than ever before.

DEFINES CHARTER IN JAMAICA PLAIN

The men's club of St. Peter's Episcopal church, Jamaica Plain, heard ex-Senator Frank Seiberlich and George A. O. Ernst of the former finance commission, men who helped to draft the new city charter, discuss the two charter plans, the ex-senator in favor of plan 1 and Mr. Ernst of plan 2.

Mr. Seiberlich said he was opposed to plan 2 because it provided for nominations by the petitions of 5000 voters; as believed in a party convention system. Mr. Ernst said that plan 2 was based on a general belief in the people; that it would best be rid of party designation in city politics and get together for the good of Boston.

BETTER BOSTON MODEL PLANNED

A naturalistic model of Boston in colors is now being prepared by George C. Curtis, the aeroplanist, and it will be one of the features of the "1913" Boston exposition. Mr. Curtis made the model for the replanning of Washington, and the metropolitan Boston model which was used at the Paris exposition.

This model will show the city as it is within a radius of six miles of Dewey square. The streets, buildings, railways, hills, ponds and rivers will be naturally arranged, showing the city as it would appear if it were all brought within the range of vision. This miniature Boston will be six feet square and weigh in the neighborhood of a ton.

20th Century Limited

"It saves a business day"

"A man going from Boston to Chicago by using this train can do a forenoon's work in Boston, take the train at 1.00 p. m., have luncheon and dinner on the train, go to bed after leaving Albany, get up and have breakfast and be in Chicago at 8.30, in ample time to do a full day's business there."—Boston Globe.

"New England's opportunity."

Springfield Republican.

"The starting of this train is of prime importance to business men all over New England."—Worcester Telegram.

The 20 1-2 Hour Train, Boston to Chicago

Lv. South Terminal,	1.00 p.m.	Lv. Chicago,	2.30 p.m.
" Trinity Place,	1.04 "	Ar. Huntington Ave.	11.46 a.m.
Ar. Chicago,	8.30 a.m.	" South Terminal,	11.50 "

Three other splendid trains to the west via the

New York Central Lines

Leave South Terminal Station at 10.30 a. m., 2.00 and 4.50 p. m.

Stop-over at Niagara Falls—no extra charge.

Call on agents at Boston and Albany Railroad Stations, or at City Ticket Office, 366 Washington Street, Phone 2140 Fort Hill, for maps, time tables, tickets, sleeping-car accommodations and information.



"America's Greatest Railway System."

SCHOOLS

EVENING CLASSES

FOR

Business Training

BEGIN OCT. 4, 1909

Thorough instruction in Bookkeeping, Arithmetic, Penmanship, Shorthand, Typewriting and Spelling

Individual attention by our regular teachers. Three evenings a week—Mon., Wed. and Fri.

Office open every evening during the week beginning Mon., Sept. 27.

Come in, telephone or write for catalogue.

MASS. COLLEGE OF COMMERCE

883 BOYLSTON STREET

Phone Back Bay 2374

Telling Pictures

—AND—
Clever Stories

Are printed in The Monitor every Saturday on the Page for Boys and Girls. The Pictures are taken and the Stories are written

By Youthful Monitor Readers

Why do you not join their ranks, if you have a camera? Awards of \$1 and 50 cents offered for the best photographs sent in each week.

THE SUBJECTS

May be children at play, school scenes, historic places, picturesque views, quaint houses, city or country scenes, either characteristic or unusual. Blue prints are not available.

Write a Descriptive Story

Of not over 200 words, and it will be paid for if used. At any rate, send a title for your picture. Write your name and address plainly, and enclose stamps if you wish photo returned.

Forward to "Children's Page," The Christian Science Monitor, Boston

Falmouth and St. Paul Streets

Atlantic and Pacific Sailings

Steamship Movements at a Glance.

CALENDAR FOR TOMORROW.

STANDARD TIME.	
Sun sets	5:41
High tide	5:32
High tide	12:07
Low tide	12:08
Moon, Last Quarter, Oct. 6.	

Schedule of Transatlantic Sailings.

EASTBOUND.

Sailings from New York	
Oscar II., for Copenhagen, via	Sept. 30
*Friedrich der Grosse, for Bremen, Hamburg, for Mediterranean ports	Sept. 30
*La Provence, for Havre, via	Sept. 30
*Kronland, for Antwerp, via	Sept. 30
Dover, for London, via	Oct. 2
Columbia, for Glasgow, via London	Oct. 2
*Dundee, for Liverpool, via	Oct. 2
*Philadelphia, for Southampton, via	Oct. 2
*Edric, for Liverpool, via	Oct. 2
*America, for Hamburg, via	Oct. 2
*Minneapolis, for London, via	Oct. 2
*Kronprinz Wilhelm, for Bremen, via	Oct. 2
*Bismarck, for Rotterdam, via	Oct. 2
*Kaiser Wilhelm, for Liverpool, via	Oct. 2
*Trenton, for Southampton, via	Oct. 2
*Plymouth, for London, via	Oct. 2
*Santo, for Mediterranean ports, via	Oct. 2
*Grosser Kurfurst, for Bremen, via	Oct. 2
*La Touraine, for Havre, via	Oct. 2
*Kronland, for Antwerp, via	Oct. 2
*Friesland, for Hamburg, via	Oct. 2
*Garmann, for Liverpool, via	Oct. 2
*Queenstown, for London, via	Oct. 2
*St. Paul, for Southampton, via	Oct. 2
*Princess Irene, for Mediterranean ports	Oct. 2
*Edric, for Liverpool, via	Oct. 2
*Munich, for London, via	Oct. 2
*Kronprinzessin Cecilie, for Bremen	Oct. 12

Sailings from Boston.

Parisian, for London, via	Oct. 1
Columbian, for London, via	Oct. 2
*Comet, for Mediterranean ports	Oct. 2
Sagamore, for Liverpool, via	Oct. 2
Saxonia, for Liverpool and Queens-	Oct. 2
town, via	Oct. 2
Cedric, for Liverpool, via	Oct. 2
Bacchante, for Hamburg, via	Oct. 2
Bohemian, for Liverpool, via	Oct. 2
Sumidlan, for Glasgow, via	Oct. 12

Sailings from Philadelphia.

*Friesland, for Liverpool, via	Oct. 2
*Dover, for London, via	Oct. 2
*Haverford, for Liverpool, via	Oct. 2
Sailings from Montreal.	
Laurentian, for Liverpool, via	Oct. 2
Domination, for Liverpool, via	Oct. 2

Sailings from Liverpool.

Megantic, for Montreal, via	Sept. 30
*Saxonia, for Boston, via	Sept. 30
*Arctic, for New York, via Queens-	Oct. 1
town, via	Oct. 1
*Lucania, for New York, via	Oct. 2
*Verona, for Boston, via	Oct. 2
*Verona, for Philadelphia, via	Oct. 2
*Charles, for Boston, via	Oct. 2
*Ottawa, for Montreal, via	Oct. 2
*Celtic, for New York, via	Oct. 2
*Campania, for New York, via	Oct. 2
*Winifred, for Boston, via	Oct. 2
*Coronia, for New York, via	Oct. 12
*Canada, for Montreal, via	Oct. 14
*Michigan, for Boston, via	Oct. 14

Sailings from Southampton.

New York, for New York, via	Oct. 2
*Kaiser Wilhelm der Grosse, for	Oct. 2
New York, for New York, via	Oct. 2
*Maltese, for New York, via	Oct. 2
St. Louis, for New York, via	Oct. 2
*Prinz Friedrich Wilhelm, for New	Oct. 2
York, for New York, via	Oct. 2
*Kaiser Wilhelm II., for New York	Oct. 12

Schedule of Transpacific Sailings.

WESTBOUND.

Sailings from San Francisco.	
*Mongolia, for China and Japan, via	Oct. 5
*Honolulu, via	Oct. 5
*Army Transport Thomas, for	Oct. 5
Honolulu, Guam and Manila, via	Oct. 5
*Alameda, for Honolulu, via	Oct. 5
*Togo Maru, for China and Japan, via	Oct. 12
*Honolulu, via	Oct. 12
Sailings from Seattle.	
*Cyclops, for Liverpool, via Austral-	Oct. 6
asia, Manila and oriental ports, via	Oct. 6
Sailings from Vancouver.	
*Empress of China, for China and	Oct. 6
Japan, via	Oct. 6
*Aorangi, for Australia, via Hon-	Oct. 6
olulu, via	Oct. 6
Sailings from Honolulu.	
*Asia, for China and Japan, via	Sept. 30
*Manila, via	Sept. 30
Sailings from Yokohama.	
*Empress of India, for Vancouver, via	Oct. 4
Sailings from Hongkong.	
*Siberia, for San Francisco, via	Oct. 1
*Honolulu, via	Oct. 1
*China, for San Francisco, via Hon-	Oct. 2
olulu, via	Oct. 2
Sailings from Honolulu.	
*Korea, for San Francisco, via	Oct. 2

REAL ESTATE NEWS

During the past year nearly 100,000 square feet of land in the newer and better part of the Back Bay have been built upon or otherwise improved. This means that at least \$300,000 worth of taxable property has been added to the city. A portion of the land recently occupied by modern structures fronts on Mountfort, Arundel and Ivy streets and Audubon road.

One particularly desirable plot fronting on Mountfort street and Audubon road has been graced with an attractive apartment block costing about \$120,000. In Mountfort street, near St. Mary's street, four apartments have been erected at a cost of \$40,000, and in Ivy street two apartments costing \$50,000 and occupying 3886 square feet of land have been built.

At the junction of Ivy and Mountfort streets a four-story brick and stone block estimated to have cost \$50,000, and on lots numbered 83 to 91 Mountfort street, four apartments have been erected, which cost \$60,000. A brick and stone block fronting on Mountfort and Arundel streets, estimated at \$80,000, two at Arundel and Mountfort streets, valued at \$30,000, and two in Ivy street, near St. Mary's street, costing \$30,000 above the land, also have been put up.

It is said that negotiations are now under way for the sale of four more adjoining lots and also for a plot of land, containing 70,000 square feet, to be covered with more high-class apartment houses.

TRANSFER IN THE SOUTH END.
Margaret M. Sullivan has purchased from Ezra A. Disbrow the property at 73 Oak street, between Hudson and Tyler streets, South End. There is a brick apartment house and 832 square feet of

land in the parcel. About \$4000 is involved in the transaction.

ROXBURY CHANGES.

Rufus L. Bailey, administrator, has sold to Ellen Boylan the parcel at the junction of Blanchard and Norfolk streets, Roxbury, assessed for \$4100. It comprises two frame houses, occupying 2082 square feet of land, the latter taxed for \$1000.

Through the office of R. S. Barrows papers have gone to record whereby Louis A. Allen has conveyed to Andrew Linberg et ux the two-family frame house with 14 rooms and modern improvements and 3600 square feet of land, 113 Chestnut avenue, West Roxbury. It is near Forbes street and has a total assessment of \$5600.

Papers have been passed whereby Earl S. Sloan purchases the Austin estate in West Roxbury known as Pine Lodge. The place is a landmark and contains about 10 acres of land on which sets a fine, large mansion. The estate fronts on Cottage avenue and the total assessment is \$32,200, of which \$22,200 is on the land.

SALE OF BRIGHTON LAND.
Aaron H. Latham et al., trustees, have sold their interest in the tract of land at the junction of Faneuil, Oakland and Parsons streets, Brighton, to George B. Livermore, who is now the owner of the whole property. The assessment is \$48,400, including a frame house and the 1,025,334 square feet of land in the plot.

BROKER EXPANDS.
John F. Newton, Jr., the well-known real estate broker, who for the past 12 years has been located in the Brazer building at 27 State street, has taken new quarters in the building at 15 Exchange street. Mr. Newton will be in his new offices after the first of the month.

TODAY'S PRODUCE MARKET

PRICES FIGURED ON A WHOLESALE BASIS.

FRUIT—PRODUCE

Steamer Arrivals.

The Norfolk steamer, with 70 barrels potatoes, 40 crates pineapples and 250 bags peanuts, is expected to dock here at about 12:15 p. m. today.

The Norfolk steamer due in Boston tomorrow has 50 barrels potatoes and 400 bags peanuts.

The Savannah steamer Memphis, due in Boston tomorrow, has 34 boxes grape fruit.

The steamer Italia has sailed for Boston with 800 barrels Almeria grapes.

The Norfolk steamer arrived Wednesday at 12:30 p. m.

The steamer Admiral Farragut, from Jamaica, with a cargo of bananas, is due here Monday, Oct. 4.

Receipts All Sources Past 24 Hours.

Twenty-four cars and 29 barrels potatoes, 34 barrels and 178 boxes pears, 591 barrels apples, 31 crates cauliflower, 1807 baskets plums, 233 barrels sweet potatoes, 1886 crates and 1805 baskets peaches, 9204 crates and 7 boxes cantaloupes, 130 barrels cranberries, 38,613 baskets and 9204 crates grapes.

Notes.

Until further notice the Boston & Maine railroad will not receive perishable freight shipments for stations on the Bangor & Aroostook and Washington county railroads, on account of wash-outs.

As the perishable season is practically over, the New York, New Haven & Hartford railroad will change the delivery hour from six a. m. to seven a. m., beginning Friday, Oct. 1.

New York Fruit News.

Wednesday's sale of Sicily lemons was full of surprises. The dwindling shipments from California, the small visible supply from Sicily and the fact that there had been no sale here for a week, led even the most skeptical to look for some advance in prices. But prices, instead of advancing, actually declined, and the market was weak. For 300s, and what passed for this size, there was demand enough to hold prices firm but 300s dropped about 25 cents per box. The offering contained some lemons of good quality for this season of the year but fruit even approximating full size was very scarce. Practically the entire offering, which comprised 14,000 boxes per the steamers Europa, Principe di Piemonte and other vessels, consisted of the Verdelli variety.

The range of prices was as follows: First choice 300s \$3.02 1/2 to \$3.75, second choice 300s \$2.50 to \$3.25, third choice 300s \$2.25 to \$3.00, fourth choice 300s \$2.00 to \$2.75. Few first choice 300s sold either at the outside or the inside quotations. The common range was \$2.37 1/2 to \$2.75. There also were sold Wednesday 1100 boxes of Major and Sorrento lemons. Fancy to extra fine brought \$4.12 1/2 to \$5.12 1/2, and other grades \$3.87 1/2 down to \$2.75. The quality of this fruit was notably below the standard, and in most lots there were boxes of various sizes.

Some 4000 boxes of Sicily lemons exporters Uthopia, Perugia and Virginia, will be sold on Wednesday next. It is announced that this will be the only sale next week.

There was a little better tone to the market for California oranges at Wednesday's sale, but practically no change in prices. The sales advertised for today are as follows: Thirty-four cars deciduous fruit, 9 cars California oranges, 50 boxes Porto Rico grape fruit and 2200 boxes Porto Rico grapes.

The steamer San Giorgio with 10,000

barrels Almeria grapes and the steamer Italia with 800 barrels Almeria grapes have sailed for New York.

PROVISIONS

Fresh ribs 16 1/2c, short cut ribs 16 1/2c, fresh shoulders 12 1/2c, fresh skinned shoulders 12 1/2c, smoked shoulders 13c, sausage, medium 13 1/2c, small 14 1/2c, frankfurts 10 1/2c, bologna 8 1/2c, pressed ham 15c, plain and sweet pickled shoulders 13c, plain pickled briskets 13 1/2c, bacon 10 1/2c, smoked hams, large 15 1/2c, small 15 1/2c, skinned 16 1/2c, boiled 22c, lard, rendered 15 1/2c, pure 14 1/2c, compound 9 1/2c, barrel pork, heavy backs \$26.25, medium backs \$26, light backs \$25.75, long cuts \$26.50, lean ends \$26, bean pork \$21.25.

Boston receipts past 24 hours: 29 cars beef and 1 car sheep, 1909, as against 32 cars beef and 1 car sheep in 1908.

Movement of hogs at the principal western points for Sept. 29, as compared with the corresponding date last year:

	Receipts	Shipments
Chicago	19,000	18,000
East Liberty	5,700	2,100
Indianapolis	3,000	3,000
Kansas City	12,000	20,000
St. Louis	11,311	13,176
Omaha	5,000	5,500
Totals	58,011	64,776

Poultry.

Market easy. Northern and eastern: Chickens fancy, 4 1/2 pounds up, 22c to 23c, do, medium size, 16c to 18c, broilers 18c to 20c, fowls, fancy, 13c, do, fair to good, 15c to 16c, ducks 16c to 18c, geese 15c to 18c. Western dry packed in boxes, broilers 18c to 19c, fowls, choice, large, 18c, do, medium, 15c to 17c, cocks 12 1/2c. Western ice packed, turkeys, choice, young, 20c to 23c, do, old, 18c, chickens, 4 pounds up, 18c, do, mixed weights, 15c to 16c, broilers, 17c to 18c, fowls, choice, 4 1/2 pounds up, 17c, do, 3 to 4 pounds, 15c, cocks, 12 1/2c. Live poultry, fowls 14 1/2c to 15c, springs 14 1/2c to 15c, cocks 10c.

Receipts: Today, 802 packages; corresponding day 1908 1460 packages.

DAIRY PRODUCTS

Boston Official Market.

Butter—Quiet; Vermont, New Hampshire and northern extras 31 1/2c, western large ash tubs extras 31c, boxes and prints extras 32c, storage extras, northern 31c, storage extras, large ash tubs 30 1/2c.

Eggs—Quiet; fancy henry 34c, Maine Vermont and New Hampshire extras 31c to 32c, do, fair to good 24c to 26c, fresh gathered, prime firsts 25 1/2c to 26c, fresh gathered, firsts 24c to 25c, fresh gathered, ordinary firsts 21c to 22c, dirties 16c to 20c, April refrigerator firsts 25c.

Cheese—Steady; New York twins extra 16c, firsts 15 1/2c, Vermont twins extra 15 1/2c, firsts 15c.

Boston receipts past 24 hours:

Butter, tubs	1900	1908
Butter, boxes	4,340	7,400
Eggs, cases	3,161	3,824
Cheese, boxes	2,723	2,278

New York Market.

Butter—Creamery specials 30c; 60 tubs creamery extras, straight marks, 31c, 20 1/2c; creamery extras 31c, 20c. No sales.

Eggs—Fresh gathered extra firsts 25 1/2c, 25 1/2c; Illinois firsts 24 1/2c, 24c; Iowa firsts 25 1/2c, 24c; refrigerator firsts, in Jersey City, storage paid, 24 1/2c, 23 1/2c; northern Indiana extra firsts 26c, 25 1/2c; refrigerator firsts, storage paid, seller 30 days, 25c, 22 1/2c; fresh gathered extra firsts, seller 10 days, 26c, 25 1/2c; fresh gathered extra firsts, seller 10 days, 24 1/2c, 24c; Michigan April refrigerator firsts, stor-

BOSTON WILL HEAR AMERICAN WHO HAS A STORE IN LONDON

Harry G. Selfridge, the Chicagoan who opened a department store in London and showed the English how to keep shop by American methods, will be the speaker at a dinner of the retail merchants of Boston, to be held in the Hotel Somerset, Oct. 28. The dinner will be given by the retail trade committee of the Chamber of Commerce.

Mr. Selfridge will speak on the possibilities of the retail business as a career for young men, and of the demand for highly trained experts in that field. His \$5,000,000 store in Oxford street, London, has been so tremendously a success that several of the large London shops are sending representatives to America to learn how best to compete with his methods. His vigorous advertising and his special features and sales appealed to the British public instantly.

DISCUSSES WORK ON POWER SITES

GOLDFIELD, Nev.—Another contribution to the current dispute of the conservation question was made today in a speech by George O. Smith, director of the geological survey, before the American Mining Congress meeting here.

After discussing the mining men's interest in proper land classification, Mr. Smith said:

"As another line of land classification work in aid of legislation I may cite the waterpower investigations. With earlier records and surveys as a basis, the geological survey is now actively engaged in examining power sites to which the government still retains the title. The purpose is to aid in the enactment of legislation that may promote and not hinder development of these waterpowers as rapidly as the industrial, transportation and other needs of the nation demand. Utilization of the undeveloped water powers on the public domain involves either government development or long time leases of these power sites to strong financial interests, and in the latter event the law must provide for effective government control that will insure that the profit to the capital accomplishing the development cannot impose unjust burdens upon the users of the power thus generated."

ENVOY OF ITALY'S KING ON SAXONIA

Senator Alfonso di Brocchetti, special envoy of King Victor Emmanuel to the Hudson-Fulton celebration, with his aide, the Duke Stanislas di Somma, a man servant and a dozen trunks, arrived here Wednesday afternoon on the Cunarder Saxonia from Liverpool.

The senator, who is ranking officer in the Italian navy, was particularly anxious to reach New York in time for the banquet at the Waldorf-Astoria, but the best thing that could be done was to take the 5 o'clock p. m. limited due in New York at 10 o'clock p. m.

BOOM IN FREIGHT FOR WORCESTER

WORCESTER, Mass.—During the month ending today the freight business on the railroads entering this city has been the heaviest for two years, and the figures of the present month will come close to duplicating those of the summer months in 1907, which established new high records, according to local railroad authorities.

More cars are being moved than at any time since June, 1907, and a further increase in freight traffic is looked for during the next two months.

COLONEL MORRISON PASSES ON.

WATERLOO, Ill.—Col. William R. Morrison, former interstate commerce commissioner, has passed away here. Colonel Morrison became prominent in 1884 as a leading Democratic authority on the tariff, and proposed a horizontal cut in the schedules. He served in Congress from 1861 to 1865 and again from 1873 to 1888.

DAMAGE IS A QUARTER MILLION.

NEW YORK—Ten firemen were overcome and \$250,000 damage was caused by a fire that early today practically destroyed the six-story building 373 to 377 Pearl street, occupied by the Dunham Coca Manufacturing Company. Electric power on the Second and Third avenue elevated railways had to be shut off for a while.

age paid, seller 10 days, 24 1/2c, 23 1/2c. Sale: 100 cases fresh gathered extra firsts at 25 1/2c, free delivered.

Receipts: Butter 7814 tubs, eggs 12,050 cases, cheese 3324 boxes; last year, butter 3878 tubs, eggs 10,085 cases.

Today's New York Special Market.

Butter—Fancy steady, medium creamery easy, all unchanged. Eggs—Dull and weak, except fancy firsts, which are quoted at 24c to 25c; balance of the market unchanged. Cheese—Steady and unchanged.

FLOUR

Mill shipments, spring patents, \$5.60 to \$5.90; clear, \$4.75 to \$5; winter patents, \$5.25; straight, \$5.40 to \$5.50; clear, \$5.25 to \$5.40; Kansas patent in jute, \$5.40 to \$5.80; rye flour, \$4.10 to \$4.90; graham, \$4.35 to \$5.

Classified Advertisements

RATES—One insertion, 12 cents a line, three or more insertions, 10 cents a line. Telephone your advertisement to 4330 Back Bay, or, if preferred, a representative will call on you to discuss advertising. Advertisers may have answers sent care of New York Office, Suites 2092-2093, Metropolitan Bldg., 1 Madison Ave., or Chicago Office, 510 Orchestra Bldg., 168 Michigan Ave.

REAL ESTATE

NEW YORK REAL ESTATE

Is the best possible investment for estate or private funds. Because, besides paying a handsome income, it is constantly increasing in value.

FOR EXAMPLE
We have a private home. Rent for 5 years.....\$31,000
THE MORTGAGE IS.....\$20,000
REQUIRING \$11,000 INVESTMENT.
It pays \$1100 net, or 10%.
THIS PROPERTY SHOULD DOUBLE IN VALUE.

FRANK L. FISHER CO.
410 COLUMBUS AVE., NEW YORK.
Cor. 81st St.

FOR SALE IN BROOKLINE

145,000 FT. OF LAND fronting Clark and Clinton roads; 5 min. walk to high school; close proximity to best school in Brookline; this land will be sold at a low figure. Address 99 Southampton St., Boston.

OUR NEW CATALOGUE OF FARMS AND COUNTRY PLACES CONTAINS OVER 250 DESCRIPTIONS AND 50 ILLUSTRATIONS. MAILED FREE ON APPLICATION TO THE ADVERTISING AGENCY, 51 NO. MARKET ST., DEPT. C.

ALLSTON—Store and apartment house property on principal thoroughfare, brick and steel construction, near electric and steam car lines, excellent location for business. WM. DWYER, 15 State St., Tel. 5530 M.

CHICAGO—For sale, a four-acre country home, well equipped with fruit, by first of November, in a beautiful suburb. For particulars address J. H. Monitor Office, Chicago.

FINANCIAL

PACIFIC COAST TIMBER LAND INVESTMENTS

MADE FOR YOU, in the most desirable locations, we make a personal examination of everything and invest your money carefully; under our method our interest depends entirely on the amount of your profit, thus assuring you large returns. Write us for full information. SHORES TIMBER CO., Seattle, Washington, 207 White Bldg.

WANTED—Partner with \$5000 to \$10,000 for good manufacturing proposition. Address L. G. St. Second ave., Gloversville, N. Y.

MORTGAGES FOR SALE

5% MORTGAGES FOR SALE

secured by first lien on improved real estate in Kansas City, Mo.; write for full particulars. CORN BELT BANK, Kansas City, Mo.

WINTER RESORTS

FOR RENT—Furnished cottages and cottage apartments of 2, 3, 4, 5, 6 or 7 rooms each, also single rooms at Southern Pines, North Carolina; fine winter climate; dry, sandy soil; direct to the ocean; excellent fishing; superb golf course; write for full particulars. Southern Pines, North Carolina.

APARTMENTS WANTED

CHICAGO, 4 or 5 room apartment; furnished; also single room at locality; reasonable. G. B. Monitor Office, Orchestra Bldg., Chicago.

STUDY HOUSEHOLD ART AT COLUMBIA

NEW YORK—Columbia University has opened, under the auspices of the Teachers College, the first university school of household arts. The new building erected and equipped at a cost of half a million dollars given by an anonymous donor is ready, and organization by the dean and faculty of the college and the authorization by the trustees of the school have been effected. Curricula of the school of household arts represent natural expansion of the former courses in domestic art and economy from which there were 67 graduates in 1900.

The former advanced curriculum in domestic economy, through which a number of students have earned the degree of master of arts, have been elaborated so that that degree may now be earned also in the organization and administration of domestic art education.

OLD RAILWAY LINK TO BE RESTORED

CONCORD, N. H.—Plans for relaying the rails of the Concord & Portsmouth division of the Boston & Maine road between Suncook and Candia, which were torn up in 1861 under the direction of Superintendent Gilmore by legislative consent, are again taking definite shape, and action is expected shortly which will restore the missing link in the line of railroad travel between Concord and the sea.

POLISH MEMORIAL FOR WASHINGTON

WORCESTER, Mass.—The members of the Polish Alliance of America, of this city, have been invited to attend the national congress of the natives of Poland to be held in Washington next May and at which time a monument to Kosciuszko will be unveiled in the capital.

REFER MR. GOODE TO COMMISSION.

Judge Richardson decides, in the case of Joseph J. Goode, whose name as a candidate for representative was left off the 19th election ballots in the recent primaries and put on the ward 18 ballots through error in the office of the election commissioners, that Mr. Goode's remedy is to apply to the state ballot law commission.

LAND VALUE IN PORTLAND.

PORTLAND, Me.—A federal jury in the United States district court has rendered a verdict fixing a value of \$3 per foot on land adjoining the new court house site, upon which the owners claimed \$6 to \$7 per foot. Land nearby sold within a few years for municipal purposes for less than \$3 per foot.

ROOM AND BOARD

NEW YORK—The Connicut, 371 Central Park West, cor. 97th st.; delightful home overlooking the park; newly furnished and decorated; dining room top floor; elevator service. A. K. DICK.

BACK BAY, 199 St. Botolph st.—House thoroughly renovated; rooms newly furnished; choice of 5 rooms; con. h. w.; tel. service.

19 GARRISON ST., off Huntington ave., opp. Mechanics bldg.; large and small front rooms; sunny, well furnished; telephone.

NEW YORK CITY, 352 West 87th st.—Several beautifully furnished rooms (bath connecting), with or without board.

TWO large separate newly furnished rooms in refined home; pleasant surroundings. 76 St. Stephen st.

39 EAST 31ST ST., New York—Rooms single or en suite; excellent home cooking. MRS. D. E. TUTHILL.

EDUCATIONAL HOME

HOME of education and refinement for 2 or 3 boys; model library, schools, "gym," and special oversight available. Address 8, 32 Adams st., Fitchburg, Mass.

ROOM WANTED

WANTED—By lady, one or two large rooms (pref. unfurnished) in good locality; Back Bay or Brookline, with private family; references exchanged. W 418, Monitor Office.

WANTED

FAMILY of four adults making change in home and wishing to locate permanently until spring, would care for a well furnished home, paying nominal rent; with no address in the U. S. upon receipt of \$1; 1/2 size 6c; half 1/2 3c; sample 10c. F. L. DAGGETT CO., 33-35 Lewis Wharf, Boston.

MACHINERY

SAFES AND MACHINERY moved promptly by YOULEEN, SMITH & HOPKINS, 521 Atlantic ave.

AUTOMOBILES

FOR SALE—Buick runabout, Model 10, 108; good condition; top, speedometer, searchlight, tire holder and other extras; bargain at \$800. Apply to R. P. CLIFFORD, 22 Pleasant st., Malden, Mass.; tel. Malden 634.

TYPEWRITERS

REBUILT TYPEWRITERS, guaranteed; all makes; \$15. Liberal terms; rentals. OFFICE APPLIANCE CO., 15 State st., Boston.

CLOTHING

WANTED—Cast-off clothing all kinds; ladies' gents' and children's; also fur and other personal property, jewelry, old gold, silver, antiques; will call, pay cash. M. DETROIT, 185 Pleasant st., tel. 263-2 OX.

CHOCOLATES

A TWO-POUND BOX OF DAGGETT'S delicious chocolates will be mailed to any address in the U. S. upon receipt of \$1; 1/2 size 6c; half 1/2 3c; sample 10c. F. L. DAGGETT CO., 33-35 Lewis Wharf, Boston.

ARCHITECTS

R. T. C. JACKSON, ARCHITECT, Fall River, Mass. Conferences given with Building Committees in the United States and Canada.

REGISTRY PLACES FOR CITY CHOSEN

Election Commissioners Announce List of Centers in Each Ward Where Voters Can Sign for State Election

The election commissioners have sent to the Democratic and Republican city committees and to the Boston ward committees, notices of the places for ward registration for the state election. The ward registration will begin Oct. 2 and end Oct. 13. The places for registration follow:

Ward 1—Emerson school, Prescott street.

Ward 2—Ward room, Maverick street, corner Irigien street.

Ward 3—Booth, lot, Lexington street, near Bunker Hill street.

Ward 4—Ward room, Bunker Hill grammar schoolhouse, Baldwin street, corner Bunker Hill street.

Ward 5—City hall, City square, Charlestown.

Ward 6—Booth, North square.

Ward 7—Booth, Nassau street, near Harrison avenue.

Ward 8—Mayhew school, Chambers street.

Ward 9—Ward room, Old Franklin schoolhouse, Washington street, near Dover street.

Ward 10—Booth, Chandler street, near Columbus avenue.

Ward 11—Ward room, Prince schoolhouse, Exeter street, corner Newbury street.

Ward 12—Booth, West Concord street, near Newland street.

Ward 13—Booth, B street, corner West Broadway.

Ward 14—Booth, East Fourth street, near Emerson street.

Ward 15—Court room, South Boston, Dorchester street.

Ward 16—Booth, Monadnock street, near Dudley street.

Ward 17—Booth, lot, Vine street, near Dudley street.

Ward 18—Ward room, Roxbury court house, Roxbury street.

Ward 19—Booth, St. Alphonsus street, near Tremont street.

Ward 20—Booth, Hamilton street, near Bowdoin street.

Financial, Commercial and Industrial News of the World

THE STOCK MARKET SHOWS THAT IT IS WELL SUPPORTED

Chesapeake & Ohio a Prominent Feature, Making Good Advance—Union Pacific and Pennsylvania Strong.

CALUMET GOES UP

Considerable irregularity, caused by heavy profit taking and an endeavor by the bull party to support the market, was the feature of the early trading in New York today. The higher prices that many leading securities have reached looked very inviting to speculators who got in at lower figures. The effect of the realizing did not last long, however, and under the leadership of one or two specialists the market rallied. In some instances new high records were made and some stocks hitherto somewhat neglected were brought into prominence.

Chesapeake & Ohio was quite prominent. There have been many bullish tips about this stock. Some time ago it was said it would go to 90. When it came within three points yesterday of reaching that level the predicted advance was raised to par and even more. The stock closed last night with a net gain of 2 1/2 for the day. It opened 1/4 higher this morning at 87 1/2 and gained over 2 points during the first two hours, selling up to 89 1/2. The rise was accompanied by the announcement that the company had purchased the control of the Chicago, Cincinnati & Louisville, the purchase price, \$800,000, to be raised by a preferred stock issue of the Chesapeake.

Pennsylvania continued strong but not so active, selling around yesterday's best figures. At 151 it is the highest it has been since 1906. Its record was made in September, 1902, when it sold at 170. Pennsylvania is thought to be discounting a new stock issue and the biggest traffic the company ever has enjoyed. At the present rate of dividend, which is 6 per cent, the Pennsylvania could sell \$7,500,000 par value of new stock, or 1,500,000 shares, at \$50, and receive \$800,000,000. That would be enough to pay off the \$800,000,000 maturing obligations and leave a balance of \$10,000,000, while at the same time the annual cost to the company would be increased only \$300,000.

Union Pacific was active and higher, resuming its leadership when U. S. Steel showed a tendency to react. Union Pacific opened at 134 1/2 and advanced to 137 1/2. Southern Pacific opened at 134 1/2, reacted to 133 1/2 and then advanced to 134 1/2. Steel Common at 89 1/2 was off 1/2 at the opening and reacted further. The Gould stocks were weak, Wabash preferred opening off 1/2 at 49 1/2 and going to 48, recovering fractionally later.

Calumet & Hecla was up 3 points on the local exchange at 89. The market generally was somewhat irregular. Copper Range opened at 80 1/2 and rose to 81. North Butte opened off 1/2 at 61, declined fractionally and advanced to 61 1/2 during the forenoon. American Telephone & Telegraph sold ex dividend at the opening at 143 and held around that price. American Zinc at 32 1/2 was unchanged and improved fractionally.

There was another reaction in New York shortly after noon, followed later by another advance when some of the leaders were selling well above the best prices of the forenoon. During the afternoon trading on the local exchange Rotary King advanced to 14 after opening at 13 1/2. Massachusetts Electric rose from 17 to 17 1/2.

SHIPPING NEWS

Acetylene gas buoys will be established in Vineyard sound Oct. 15, in place of the Horseshoe shoal, southeast part, gas buoy No. 12, and Nashawena gas buoy P. S. The new aids to navigation will show the same characteristic lights, but will be a marked improvement owing to the much greater brilliancy of acetylene gas.

The United States torpedo boat Winslow, manned by a detachment of the naval brigade, sailed late Wednesday for New York to take part in the naval parade, which will be Saturday's feature of the Hudson-Fulton celebration.

The schooner Waldo L. Stream, at T wharf today, has 20 swordfish and four albacores which were caught on the travels while halibut fishing. A baby swordfish, weighing about 20 pounds, was among those captured. The Stream also had 12,000 pounds of halibut, 3,000 pounds of fresh cod, 1,000 pounds of hake and 2,000 pounds of cusk.

Arrivals today with fares in pounds: Gracie 3200, Nettamora 2200, Manomet 4000, Olivia Sears 1900, Matchless 25,000.

Fish prices prevailed today at T wharf as follows: Haddock \$5.25, large cod \$5.25, small cod \$4.25, large hake \$3.25, small hake \$2.25, pollock \$3.25.

HONOR CLASSEMENT OF MR. TAFT.
ALBANY, N. Y., Postmaster James B. McEwan, ex-senator and former chairman of the Republican county committee, has been nominated by the Barnes Albany Republican organization for mayor. Mr. McEwan was a college classmate of President Taft.

NEW YORK STOCKS

NEW YORK—Following are the opening, high, low and last sales of the principal active stocks to 2:30 p. m.:

	Open	High	Low	Last Sale
Am. Iron Works	12 1/2	13 1/2	12 1/2	13
Am. Beet Sugar	46	46 1/2	46	46
Am. Car & Foundry	69	69 1/2	69	69
Am. Cotton Oil	76	76 1/2	76	76 1/2
Am. Iron Works	23	23 1/2	23	23 1/2
Am. Locomotive	61	61 1/2	61	61 1/2
Am. Smelt & Ref.	93	93 1/2	93	93 1/2
Am. St. P. Pac.	117	117 1/2	117	117 1/2
Am. Sugar	114	114 1/2	114	114 1/2
Am. Tel. & Tel.	142	142 1/2	142	142 1/2
Am. Tobacco	46	46 1/2	46	46 1/2
Am. Wire	73 1/2	73 3/4	73 1/2	73 3/4
Atchafalpa	11 1/4	11 1/2	11 1/4	11 1/2
Balt. & Ohio	119	119 1/2	118 1/2	119 1/2
Brooklyn Rap. Tr.	81	81 1/2	81	81 1/2
Canadian Pacific	185 1/2	185 3/4	185 1/2	185 3/4
Central Leather	46 1/2	46 3/4	46 1/2	46 3/4
Central Leather p. 11	110 1/2	110 3/4	110 1/2	110 3/4
Ches. & Ohio	87 1/2	88 1/2	87 1/2	88 1/2
Ches. & Ohio p. 11	110 1/2	110 3/4	110 1/2	110 3/4
Col. Fuel & Iron	46 1/2	46 3/4	46 1/2	46 3/4
Col. Products	22 1/2	22 3/4	22 1/2	22 3/4
Corn Products p. 11	86 1/2	86 3/4	86 1/2	86 3/4
Corn Gas	147 1/2	147 3/4	147 1/2	147 3/4
Del. & Hudson	191 1/2	191 3/4	191 1/2	191 3/4
Den. & Rio Grande	46 1/2	46 3/4	46 1/2	46 3/4
Gen. Electric	168 1/2	168 3/4	168 1/2	168 3/4
Gen. Elec. p. 11	154 1/2	154 3/4	154 1/2	154 3/4
Gen. Elec. p. 11 p. 11	83 1/2	83 3/4	83 1/2	83 3/4
Ill. Central	154 1/2	154 3/4	154 1/2	154 3/4
Ill. Central p. 11	48 1/2	48 3/4	48 1/2	48 3/4
Kansas City S. & M.	45 1/2	45 3/4	45 1/2	45 3/4
Kansas & Texas	41 1/2	41 3/4	41 1/2	41 3/4
Lehigh Valley	152 1/2	152 3/4	152 1/2	152 3/4
Missouri Pacific	69 1/2	69 3/4	69 1/2	69 3/4
N. Y. Central	137 1/2	137 3/4	137 1/2	137 3/4
N. Y. & W. Va.	25 1/2	25 3/4	25 1/2	25 3/4
N. Y. & W. Va. p. 11	137 1/2	137 3/4	137 1/2	137 3/4
Norfolk & Western	156 1/2	156 3/4	156 1/2	156 3/4
Norfolk & Western p. 11	156 1/2	156 3/4	156 1/2	156 3/4
Omaha & Western	51 1/2	51 3/4	51 1/2	51 3/4
Pennsylvania	150 1/2	150 3/4	150 1/2	150 3/4
People's Gas	116 1/2	116 3/4	116 1/2	116 3/4
Pressed Steel Car	51 1/2	51 3/4	51 1/2	51 3/4
Reading	169 1/2	169 3/4	169 1/2	169 3/4
Republic Steel	48 1/2	48 3/4	48 1/2	48 3/4
Rock Island	40 1/2	40 3/4	40 1/2	40 3/4
Rock Island p. 11	71 1/2	71 3/4	71 1/2	71 3/4
Sho. & S. E. Ry.	91 1/2	91 3/4	91 1/2	91 3/4
Southern Pacific	134 1/2	134 3/4	134 1/2	134 3/4
Southern Railway	104 1/2	104 3/4	104 1/2	104 3/4
St. Paul	161 1/2	161 3/4	161 1/2	161 3/4
Texas Pacific	51 1/2	51 3/4	51 1/2	51 3/4
Union Pacific	134 1/2	134 3/4	134 1/2	134 3/4
Union Pacific p. 11	111 1/2	111 3/4	111 1/2	111 3/4
Union Pacific p. 11 p. 11	210 1/2	210 3/4	210 1/2	210 3/4
U. S. Rubber	121 1/2	121 3/4	121 1/2	121 3/4
U. S. Rubber p. 11	121 1/2	121 3/4	121 1/2	121 3/4
U. S. Steel	83 1/2	83 3/4	83 1/2	83 3/4
U. S. Steel p. 11	120 1/2	120 3/4	120 1/2	120 3/4
Wabash	49 1/2	49 3/4	49 1/2	49 3/4
Western Union	79 1/2	79 3/4	79 1/2	79 3/4
Wilmington	69 1/2	69 3/4	69 1/2	69 3/4

*Ex-dividend.

	Opening	High	Low
Am. T. & T. ex	106 1/2	106 3/4	106 1/2
Am. T. & T. ex p. 11	100 1/2	100 3/4	100 1/2
Am. T. & T. ex p. 11 p. 11	121 1/2	121 3/4	121 1/2
Am. T. & T. ex p. 11 p. 11 p. 11	100 1/2	100 3/4	100 1/2
Am. T. & T. ex p. 11 p. 11 p. 11 p. 11	95 1/2	95 3/4	95 1/2
Am. T. & T. ex p. 11 p. 11 p. 11 p. 11 p. 11	82 1/2	82 3/4	82 1/2
Am. T. & T. ex p. 11 p. 11 p. 11 p. 11 p. 11 p. 11	14 1/2	14 3/4	14 1/2
Am. T. & T. ex p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11	101 1/2	101 3/4	101 1/2
Am. T. & T. ex p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11	110 1/2	110 3/4	110 1/2
Am. T. & T. ex p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11	111 1/2	111 3/4	111 1/2
Am. T. & T. ex p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11	106 1/2	106 3/4	106 1/2
Am. T. & T. ex p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11	99 1/2	99 3/4	99 1/2
Am. T. & T. ex p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11	100 1/2	100 3/4	100 1/2
Am. T. & T. ex p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11	78 1/2	78 3/4	78 1/2
Am. T. & T. ex p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11	92 1/2	92 3/4	92 1/2
Am. T. & T. ex p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11	113 1/2	113 3/4	113 1/2
Am. T. & T. ex p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11	105 1/2	105 3/4	105 1/2
Am. T. & T. ex p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11	73 1/2	73 3/4	73 1/2
Am. T. & T. ex p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11	95 1/2	95 3/4	95 1/2

GOVERNMENT BONDS

	Opening	High	Low
U. S. 4 1/2 per cent	101 1/2	101 3/4	101 1/2
U. S. 4 1/2 per cent p. 11	101 1/2	101 3/4	101 1/2
U. S. 4 1/2 per cent p. 11 p. 11	101 1/2	101 3/4	101 1/2
U. S. 4 1/2 per cent p. 11 p. 11 p. 11	101 1/2	101 3/4	101 1/2
U. S. 4 1/2 per cent p. 11 p. 11 p. 11 p. 11	101 1/2	101 3/4	101 1/2
U. S. 4 1/2 per cent p. 11 p. 11 p. 11 p. 11 p. 11	101 1/2	101 3/4	101 1/2
U. S. 4 1/2 per cent p. 11 p. 11 p. 11 p. 11 p. 11 p. 11	101 1/2	101 3/4	101 1/2
U. S. 4 1/2 per cent p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11	101 1/2	101 3/4	101 1/2
U. S. 4 1/2 per cent p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11	101 1/2	101 3/4	101 1/2
U. S. 4 1/2 per cent p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11 p. 11	101 1/2	101 3/4	101 1/2

MECHANICS TRUST LIQUIDATION

At a meeting of the stockholders of the Mechanics Trust Company held this morning it was unanimously voted that the directors of the company turn over to the Federal Trust Company all the assets of that company.

It was also voted to declare a first and final dividend of \$125 per share, thus entirely liquidating the affairs of this company. At a meeting of the directors of the Mechanics Trust Company it was unanimously voted to ratify the above.

The Massachusetts commission on trust company charters has authorized the Federal Trust Company of Boston to increase its capital stock from \$500,000 to \$1,000,000 and to operate the Mechanics Trust Company as a branch.

At a meeting of the directors of the Federal Trust Company, Frederick H. Payne and John C. Hoyer were elected vice-presidents, Samuel A. Merrill treasurer, and David Bates secretary.

BANK OF ENGLAND STATEMENT

Total reserve decreased.....\$2,315,000
Provision increased.....2,710,000
Other securities decreased.....128,000
Other deposits decreased.....2,088,000
Government securities decreased.....50,000

The proportion of the bank's reserve to liabilities is now 50.40 per cent, against 52.80 per cent last week.

The checks cleared by the London bank for the week aggregate £267,180, 000, against £210,650,000 last week, £248,798,000 in 1908 and £279,960,000 in 1907.

THE COTTON MARKET.

NEW YORK. The cotton market opened easy, 3 to 7 points lower: October 13 1/4 @ 13 1/2, December 13 1/4 @ 13 1/2, January 13 1/4 @ 13 1/2, March 13 1/4 @ 13 1/2, May 13 1/4 @ 13 1/2.

LIVERPOOL. Cotton business, demand fair, prices steady. American middling uplands 7.36, Sales 15,000, none speculators and exporters. Receipts 2000, 1500 American. Futures opened quiet and steady. Tenders new 500.

ATCHISON HAS A PROSPEROUS TWELVE MONTHS

Annual Report Shows Large Increase in Gross Earnings as Compared With Revenues of Previous Year.

A GOOD STATEMENT

The report of the Atchison, Topeka & Santa Fe Railway Company for the fiscal year ended June 30 last has just been made public. Gross operating revenues were \$94,265,717, or \$3,647,922 in excess of the previous year and only \$17,500 less than those of the company's best year, 1907, and the operating income, \$33,066,072, was the largest in the company's history, exceeding the \$32,456,658 of 1907.

The average mileage operated during the last year was 9,794.86, an increase of 379.85. In addition to lines covered by the report, there were completed on June 30, 1909, 28.15 miles of additional line, of which 21.31 miles were ready for operation on July 1, 1909. The company also controls, through ownership of stock and bonds, other lines aggregating 249.41 miles and is interested jointly with other companies in 558.20 miles.

Edward P. Ripley, the president, says: "For many years it has been the company's policy to make out of income large expenditures for additions and betterments. At times such expenditures have been made without the books showing any addition on that account to the cost of property, such expenditures being 'written off'."

"Ripley promulgated by the interstate commerce commission require that for the ensuing fiscal year such expenditures out of income shall not be 'written off,' but shall be added to the cost of property, and that appropriate entries shall be made on the liability side of the balance sheet to show such expenditures and to show also any unexpended appropriations from income set aside for such expenditures in the future."

"Your board has concluded that it is wise for the fiscal year just closed to adopt a similar method. Therefore the sum of \$9,000,000 of the income for the year has been appropriated for additions and betterments, \$4,000,000 being expended during the year and the remaining \$5,000,000 being reserved to be expended in the future."

"During the year it was found necessary to appeal to the courts against the attempt of the state of Missouri to enforce a rate of two cents per mile for passenger fares; the appeal was successful and the old rates are substantially restored in that state. In Kansas and Oklahoma the two-cent rate is still in effect, but hopes are entertained that the courts will afford us the same protection when the cases are tried. It is unfortunate that in such cases the railroad companies are sometimes forced to accept rates that are non-compensatory pending the long process necessary to a fair hearing in the courts."

"There is no railroad in the West the passing traffic of which approximates paying its proper share of the fixed charges and operating expenses of the road even on a maximum rate of three cents per mile; and this can be conclusively shown to the satisfaction of the courts."

The income statement compares with 1908 as follows:

Operating revenues	1909	1908
Freight	\$84,212,458	\$82,364,000
Passenger	22,734,565	1,991,678
Miscellaneous	7,318,724	192,841
Totals	\$114,265,747	\$84,548,519
Income from other sources	1,558,375	486,401
Expenses, incl. taxes, rentals and other charges	81,458,019	\$3,575,504
Balance	33,066,072	7,597,887
Fixed charges, including interest	13,458,082	968,750
Balance	20,417,990	6,629,137
Preferred stock	5,768,630	
Common stock	5,152,550	5,100,657
Reserve fund	128,250	70,852
Additions and betterments		
Expended during year	4,000,000	3,659,029
Reserved for future expenditures	5,000,000	5,000,000
Surplus to profit and loss	298,520	\$1,487,267

There was a surplus to the credit of profit and loss on June 30, 1908, of \$20,552,865. During the last year, the amount written off property accounts in respect of expenses and discount on bond sales, was \$1,487,500, and for grade revision work \$541,888. Net additions to profit and loss account were \$99,253, leaving \$1,939,135 to be deducted from the 1908 surplus, leaving \$18,422,730, and this, with the surplus carried to the account for the year \$898,520, places the surplus to credit of profit and loss, as of June 30, at \$19,321,250.

THE CHESAPEAKE RAILROAD MERGER

NEW YORK. It has been definitely announced in Wall street that the Chesapeake & Ohio Railway Company has purchased control of the Chicago, Cincinnati & Louisville Railroad Company. The purchase price is understood to be \$8,000,000, which will be raised by an issue of preferred stock of the Chesapeake & Ohio Company.

At what price this new stock issue is to be put on the market is not yet known but it is expected the rights will be given to the common stockholders of the Chesapeake & Ohio.

BOSTON STOCKS

BOSTON—Following are the opening, high, low and last sales of the active stocks to 2:30 p. m.:

MINING.				
	Open.	High.	Low.	Last Sale.
Adventure	6 1/2	6 3/4	6 1/2	6 3/4
Amesbury	58	58 1/2	58	58 1/2
Arizona Commercial	47 1/4	47 1/4	46 1/4	46 1/4
Butte	2 1/2	2 1/2	8	8
Cananea	50c	50c	50c	50c
Consolidated	25 1/4	25 1/4	25 1/4	25 1/4
Cumt & Arizona	103 1/2	103 1/2	103 1/2	103 1/2
Deer & Hecla	680	680	680	680
Florida	40	40	40	40
General Range	10 1/2	11 1/2	10 1/2	10 1/2
Gold West	8	8	8	8
Idaho	17	17	16 1/2	17
Idaho	100	100	100	100
Iron-Cananea	9 1/4	9 1/4	9 1/4	9 1/4
Isle	15 1/2	15 1/2	15 1/2	15 1/2
Isle	7 1/2	7 1/2	7 1/2	7 1/2
Isle	70c	70c	70c	70c
Isle	4 1/2	4 1/2	4 1/2	4 1/2
Isle	10 1/2	10 1/2	10 1/2	10 1/2
Isle	62	62	62	62
Isle	24 1/2	24 1/2	24 1/2	24 1/2
Isle	61 1/2	61 1/2	61 1/2	61 1/2
Isle	54 1/2	54 1/2	54 1/2	54 1/2
Isle	151	152	151	151 1/2
Isle	31 1/2	31 1/2	31 1/2	31 1/2
Isle	2 1/2	2 1/2	2 1/2	2 1/2
Isle	16 1/2	16 1/2	16 1/2	16 1/2
Isle	58	58	57 1/2	57 1/2
Isle	12 1/2	12 1/2	12 1/2	12 1/2
Isle	44	44	44	44
Isle	50	50	50	50
Isle	152 1/2	152 1/2	152 1/2	152 1/2
LAND.				

Contributions on Topics of Interest
by Subscribers are Solicited.

THE HOME FORUM

A Page of Interest to All
the Family

The Vocabulary of Aviation

The flying contests at Rheims have stirred the question of a new vocabulary for the new sport—which only requires time to turn from jest to earnest. The name "flying machine" does not distinguish between the balloon ship and the aeroplane. Aeroplane, as an English writer points out, has not a bit of poetry about it, whereas the actual flight of the winged craft through the air is the essence of poetry in its appeal to the imagination. At Rheims the navigator of the air was called a flyer. To name him pilot savors of the limited pathway threaded up the harbor, while the sky man has only such limits as a bank of imponderable sky vapor may impose. The sky pilot is sometimes called the "bird man," and mistakenly an aviator, as this last term is said to apply only to the machine itself. The keen-eyed man,

like quicksilver in his movements, needs a new name of his own and just the right name.

The broad flat open grounds where the flying contests are held are named variously aerodrome, aerial race course, aviation ground, flying track, aviatorium, air course, yet these all seem clumsy, and as they are not the actual course, only the ground above which the machines move, there is need of some distinction between them and the actual air line charted through the blue.

Power kite is a word sometimes used for the machine, also air craft, sky craft. Air shed for the new garage is ugly and also strange, as a "portmanteau" word. Aerodocks are used chiefly by the dirigible balloons. Hol for a revision of the dictionaries, as well as of the geographies. The world moves.

The Lovable New German Chancellor

Possibly the word lovable does describe the man best. Every study of Dr. Bethmann-Hollweg's character—and the European press has described that character in minutest detail—makes the new chancellor out as an awkward giant, hesitating, slow, raw boned looking, anxious to do what is right, patient under ridicule, serene in an atmosphere of discord. There is an indefinable majesty in his ungainly countenance and inexpressible genius striving for high achievement through the obstacles of a personality too dull to be appreciated by the superficial. If, concludes the Figaro, Bismarck lives forever among German chancellors as the man of iron, this latest of his successors must go down to posterity as the man of heart.—Current Literature.

Ways of the Magazines

The Bookman comments amusingly on the modern fashion of hiding the table of contents of a magazine in among the advertisements, so that subscribers have to track it down each month among a new arrangement of motor cars, bath tubs, schools and pianolas. The Bookman somewhat caustically remarks that some of the magazines leave out the table of contents altogether "perhaps because it served as a warning rather than as an invitation." The Atlantic from this point of view is to be noted for its very proper courage in placing its contents frankly on the outside cover—also its honesty, whereby none need buy under misapprehension.

The Christian Science Monitor

Published daily, except Sunday, by

The Christian Science Publishing Society

Falmouth and St. Paul Streets,
Boston, Mass., U. S. A.

Publishers of "The Christian Science Journal," "The Christian Science Sentinel," "Der Herold der Christian Science," and other publications pertaining to Christian Science.

ARCHIBALD McLELLAN, Editor-in-Chief.
ALEXANDER DODDS, Managing Editor.

All communications pertaining to the conduct of this paper and articles for publication must be addressed to the Managing Editor.

Entered as Second Class at the Postoffice at Boston, Mass., U. S. A.

TERMS:
Single copies, 2 cents. By carrier in the Greater Boston newspaper district, 12 cents the week.

SUBSCRIPTIONS BY MAIL PREPAID

In the United States, Canada and Mexico:

Daily, one year \$5.00

Daily, six months \$3.00

In all other countries additional postage at the rate of \$3.00 yearly is required.

All checks, money orders, etc., should be made payable to The Christian Science Publishing Society, Boston, Mass., U. S. A.

The Christian Science Monitor will be found on sale at all news stands in New England, and in Christian Science Reading Rooms throughout the world.

Rates for advertising will be furnished upon application to the business department.

The publishers reserve the right to reject any advertisement.

Long Distance Tel.—Back Bay 4330
Eight Trunk Lines.

Eastern Advertising Office, Suites 2092 and 2093, Metropolitan Building, 1 Madison Ave., New York City.

Western Advertising Office, Suite 310, Orchestra Building, 168 Michigan Ave., Chicago.

European Advertising Bureau, Suites 23 and 24 Clun House, Surrey St., Strand, London.

Work of Pilots on Suez Canal

The qualifications of a Suez canal pilot are above those required of most men in the mechanical field. He must speak at least two languages, French and English, and the work requires a certain delicacy and constant attention unexcelled for in the average vocation of man.

There are about 120 pilots on the canal and they receive an average of \$8000 per year for their services. A pilot receives \$10 for a night's work. His time of work is regulated by the government. Each pilot takes four or five ships a week through a part of the canal and is required to take several hours' rest after guiding a ship through his district. On the canal proper there are about 80 pilots; 20 of these live at Port Said, 40 at Ismailia, and the other 20 at Suez, thus dividing the canal into three districts. Those at Suez and Port Said are engaged in taking the ships out of the port and bringing them in. Those at Ismailia engage in the navigation of the canal proper.—Popular Mechanics.

All the World on Wheels

The growth of the automobile industry in America is recorded in Munsey's in a startling array of figures. The latest statistics report 250,000 motor cars in the United States. Allowing an average of four people to a machine there is an army of a million moving around on pneumatic wheels. In 1894 when the National Automobile Club was formed, the country was boasting of having produced 600 cars. The product of 1906 was worth \$50,000,000; that of 1907, \$105,000,000. The estimated output for 1910 is \$225,000,000. A manufacturer in Indiana says that during the past year 75 per cent of his \$1200 vehicles were sold to farmers. They are used in plowing and threshing as well as in the normal way. Motor-driven farm machinery is said to promise one of the immediate big developments of the future.

Modern Civilization in Egypt



CANAL SCENE NEAR ALEXANDRIA.
Picturesque freighter in the city of Cleopatra.

Modern progress as exemplified in Egypt is something to cause the thoughtful man to ponder. Where was a civilization in certain ways as complex and highly organized as our own, followed by a decline into poverty and dependence on foreign powers, modern progress now has put a higher average of comfort and orderly living within the reach of the people than was possible under the gorgeous administration of the ancient kings who left in the pyramids and now sand-heaped temples a record of amazing

wealth and intellectual achievement. However, railroads and locks and motorboats have not entirely displaced the picturesque ways and means of old. Here we have a canal scene near Alexandria. The high prow of the native freight boat is a reminder of the curiously shaped barge in which Cleopatra is often shown, with all the trappings of her royal state, the trailing luxuriance of the silks and splendid cloths, the assiduous attendants all about her. A lady traveling in Egypt recently

wrote: When we reached Alexandria the first thing I saw in the historic city of Alexander, Antony and Cleopatra, was a Standard Oil tank. My next vision was a line of automobiles on the quay. I had forgotten that if you visit Alexandria today you find the Alexandria of our civilization and not the one we read about. However, the scene on the quay was very gay with Turks in their red fezes, the Arabs in their burnouses, soldiers, sailors and citizens of all nations.

Princes and Dukes as Privates at Melilla

That many of the Spanish aristocracy are volunteering as privates in Africa is the statement of the Pall Mall Gazette. Among these are the three young brothers of Don Carlos of Bourbon, the King's brother-in-law. Prince Jenaro, the second in age, is serving as a naval cadet in the Numantia, but his brothers are in the ranks, together with the Dukes of Zaragoza, Bracamonte and Medina de Rioseco, Marquises de Cayo del Rey and Marin, Baron de Brindales, Counts Montijo (brother of the Duke of Alba and great-nephew of the Empress Eugenie) and Berbera, Marquis de Valle Cerrato, Quiroga Pardo Bazan (a son of the Countess Pardo Bazan, the distinguished authoress), Leopold Mazas and Tomas Blanco, sons of South American millionaires, and many others, all of whom eat, sleep and serve undistinguished from their brother privates. In consequence of their determination to accept none of the advantages conferred by rank and wealth, these young men pass unnoticed by the general public of Melilla. Amusing incidents result from their incognito. The other day two privates got into a cab and told the driver to take them to their camp. He roundly refused, stating that he only drove officers. The young men, roaring with laughter, sat in the cab while the indignant Jehu expressed his opinion of their presumption in terms more forcible than polite. Unluckily the joke was spoiled by an acquaintance in their own rank of life, who hailed them by name, whereupon the driver, agast, implored to be permitted to drive their gracious honors to the end of the world if only they would pardon his conduct toward such noble seniors. They were the Duke of Zaragoza and the Marquis of Valle Cerrato.

Teachers for Porto Rico

John L. Alger, principal of the Rhode Island Normal school, is looking for five teachers to go to Porto Rico to teach in the schools on the island. Those selected will be expected to teach ordinary subjects, principally English. It is pointed out by Mr. Alger that the positions afford excellent opportunity for persons who wish to go to the islands to familiarize themselves with the Spanish language. Men teachers are preferred for the positions, and these should be graduates of high schools, or, if not, have experience and high-grade certificates. The salary paid is \$60 a month, which, while not large, affords a good living salary.—Burlington Free Press.

St. Louis as a Seaport

Farseeing persons like James J. Hill insist that the producing power of the country has outrun the capacity of the railroads to haul the products—agricultural and manufactured—and as a consequence the waterways must bear a larger proportion of the burden of transportation. So there is nothing to it but the use of streams, natural and artificial, which the country affords, to help out. Mr. Hill believes that ships will sail from St. Louis and Kansas City with cargoes for Europe, South America and the Pacific. This is probable enough, as al ready a steamship line is forming to run between New York and St. Louis. The big rivers in the middle West are available for the transportation of a good deal of freight, and there is no reason why they should not be utilized.—Courier Citizen.

Boating on the Euphrates

A United States consul who is anxious for his countrymen to make an effort to sell motor launches in Turkey states that on the Euphrates some ill-contrived boats are used by the natives in paddling about, but boat-building is an art unknown to these people. A rather unusual contrivance, he says, is used as a substitute for boats in navigating the river downstream. A lot of sheepskins are inflated and tied together, with boards across the top to make a steady surface, and as many of these inflated skins are used as the load or number of passengers requires. After the destination has been reached the skins are deflated and piled on donkeys or camels and brought back overland to the starting place.—London Standard.

Mexico now has a transcontinental railroad.

The Mainspring of Democracy

Free institutions do not make free men; but free men make free institutions—this is the text of William Allen White's article, "The Schools, the Mainspring of Democracy," in a recent American magazine. The strongest instinct of this nation is the instinct for education, and while we have changed many things in the constitution of national and state institutions we have kept the school separate from our other governments. No political upheaval that would come near affecting the machinery of the public schools. The \$475,000,000 school tax would be collected, the 500,000 school teachers would go to work every morning and the 18,000,000 students would keep on preparing themselves to resist what every tyranny and oppression and injustice the political cataclysm about him might produce. The framers of

the constitution, with all their fine system of checks and balances, overlooked the mainspring of the whole mechanism of democracy and left it unhampered. It is practically the only political institution which is not in some way subject to more or less complex control and interference by the state or the nation. . . . Constitutions are not amended by wars—monarchies and kings are curbed by wars. Constitutions are amended by the moral and intellectual growth of the people. "The American people," says President Butler of Columbia University, "are almost Socratic in their acceptance of the idea that knowledge will lead to right and useful action." The net income from our annual investment of \$500,000,000 may be reckoned in terms of justice. The people have grown powerful in so far as they have grown just.

Purse in the Palm of a Glove

The latest novelty in purses is one where the purse forms part of the palm of the glove, the opening being provided with a flap and clasp so that there will be no danger of the contents being lost. The left hand is usually the least used so the purse is part of the left glove.

The blessed work of helping the world forward, happily does not wait to be done by perfect men.—George Eliot.

A White Swallow

Mr. Macfarlane of Strathbungo, Glasgow, writing to the Scotsman, says: When driving from Drymen station to the village on Friday morning last I had the pleasure of seeing a pure white swallow. This was at Drymen bridge, which crosses the Endrick, and it was flying about in search of food with other swallows. The owner of the machine which runs to and from the station and others also observed it.

LIVING BREAD

A student of the Bible cannot fail to be impressed by the fact that in direct ratio to the elevation of man's thought above materiality does he recognize the truth which Moses discerned and taught, that "man shall not live by bread alone, but by every word that proceedeth out of the mouth of God." During the perilous journey through the wilderness, the children of Israel were fed by manna from heaven, and Moses drew water from the rock at the Lord's bidding; accordingly they learned to depend upon God as the source of supply. Moreover, they dimly discerned the truth which Moses strove to have them understand, namely, that obedience to the law of God is essential, not only for material prosperity, but even for life itself.

Christ Jesus, however, was the first to make clear to men by example and precept the practical truth that the word of God actually sustains man's life independent of matter. Yet, his benediction, "Blessed are they which do hunger and thirst after righteousness, for they shall be filled," seemed so lofty and intangible an assurance, so vague a reason for belief, that few of his hearers realized its full meaning. Then and now, it has, for the most part, seemed only to mystify them the more. It is recorded that when, by way of additional explanation, Jesus said, "I am the living bread; . . . if any man eat of this bread, he shall live forever"; "My flesh is meat, indeed, and my blood is drink indeed"; many of his disciples found it a "hard saying," and many of them "went back and walked no more with him."

This doctrine has seemed a "hard saying" ever since then; and very few, even of those who are humble, loving followers of the Master have comprehended all that it implies. It has seemed so very hard indeed to many, that its practical application to physical needs has for centuries been deemed impossible; consequently it is held in great measure to be applicable to spiritual conditions only. Today Christendom presents the pitiable spectacle of thousands of Christ's followers, straying far and wide, seeking hither and yon, for the bread of life which should restore health and vigor to the body as well as to the mentality. Rules of diet and hygiene are faithfully followed and still the list of discouraged invalids does not decrease as a result of this endeavor. Dyspepsias are seen on every hand, and daily people die because they do not understand Jesus' teaching, and consequently do not avail themselves of its power to heal.

Christian Scientists rejoice, today, in the happy realization that, at last, the Science of the Master's gospel to humanity is discovered and made available to all who will turn to it for help. Christian Science comes with a message of deliverance to every man. It urges all men to take Jesus at his word and to believe him when he says: "It is the Spirit that quickeneth; the flesh profiteth nothing; the words that I speak unto you, they are spirit, and they are life." Christian Science not only reiterates the words of the Master; it demonstrates the truth of what it teaches. There are thousands of living witnesses to the practical value of the discovery of Christian Science: invalids who for years have been weak and emaciated, because material food did not nourish them, are now strong and robust; "enemic people, so-called, are now rejoicing in rosy cheeks and perfect

are consciously seeking after righteousness or right living. As a matter of fact, it often does apply to those who, like the "Prodigal Son," have fed on the husks of materiality, and have consequently learned the sorrowful lesson of disappointment and suffering, and are therefore prepared to accept a higher blessing. All through the Gospels are to be found lessons and parables, uttered for the purpose of drawing thought away from the material to the spiritual as the source of sustenance.

Jesus said, "Take no thought for your life, what ye shall eat"; "the life is more than meat and the body is more than raiment." Again he uttered the tender appeal to the multitude, "Consider the ravens: they neither sow nor reap; which neither have storehouse nor barn, and feed you: how much more are ye better than the fowls?" So imbued, however, were the disciples with the thought that life is supported by material food alone that Jesus found it next to impossible to enable them understand his meaning. His sayings, "I have meat to eat that ye know not of"; and my meat is to do the will of Him that sent me," seemed only to mystify them the more. It is recorded that when, by way of additional explanation, Jesus said, "I am the living bread; . . . if any man eat of this bread, he shall live forever"; "My flesh is meat, indeed, and my blood is drink indeed"; many of his disciples found it a "hard saying," and many of them "went back and walked no more with him."

This doctrine has seemed a "hard saying" ever since then; and very few, even of those who are humble, loving followers of the Master have comprehended all that it implies. It has seemed so very hard indeed to many, that its practical application to physical needs has for centuries been deemed impossible; consequently it is held in great measure to be applicable to spiritual conditions only. Today Christendom presents the pitiable spectacle of thousands of Christ's followers, straying far and wide, seeking hither and yon, for the bread of life which should restore health and vigor to the body as well as to the mentality. Rules of diet and hygiene are faithfully followed and still the list of discouraged invalids does not decrease as a result of this endeavor. Dyspepsias are seen on every hand, and daily people die because they do not understand Jesus' teaching, and consequently do not avail themselves of its power to heal.

Christian Scientists rejoice, today, in the happy realization that, at last, the Science of the Master's gospel to humanity is discovered and made available to all who will turn to it for help. Christian Science comes with a message of deliverance to every man. It urges all men to take Jesus at his word and to believe him when he says: "It is the Spirit that quickeneth; the flesh profiteth nothing; the words that I speak unto you, they are spirit, and they are life." Christian Science not only reiterates the words of the Master; it demonstrates the truth of what it teaches. There are thousands of living witnesses to the practical value of the discovery of Christian Science: invalids who for years have been weak and emaciated, because material food did not nourish them, are now strong and robust; "enemic people, so-called, are now rejoicing in rosy cheeks and perfect

Let the board be spread, and let the bed be dressed for the traveler; but let not the emphasis of hospitality lie in these things. Honor to the house where they are simple to the verge of hardship, so that there the intellect is awake, and reads the laws of the universe.—Emerson.

A Polyglot Despatch

In a young lady's pleasant little log-book—"A Little Tour in India," says the Westminster Gazette, occurs the following story concerning the siege of Lucknow: "Sir Alexander Lawrence, whose grandfather was one of five brothers in India during the mutiny, recently presented to the Bristol Museum some original documents written by his grandfather at the time of the siege, including a facsimile of the despatch from Outram to Campbell, carried by Kavanagh disguised as a native. Not expecting any cypher, so those of Lucknow made one themselves. The short words of the despatch were written in French, the longer ones in English, then the whole was turned into Greek characters. It said a good deal for the advantages of the old-fashioned classical education that Sir Colin Campbell's staff had no difficulty in reading the message!"

Four-Leaved Clover

"Three leaves I'm bound to have," The little clover said.
"They're all I'm set to do, but still I think I'll go ahead
And grow another if I can,
An extra leaf, to show,
That I am trying, with my might,
To live, and work, and grow!"
—Priscilla Leonard.

A spiritual unity binds together every member of the human family; and every heart contains an incorruptible seed, capable of springing up and producing all that man can know of God, and duty and the soul. An inward voice, uncreated by the school, independent of refinement, opens to the unlettered hind, not less than to the polished scholar, a sure pathway into the enfranchisements of immortal truth. Bancroft's United States History, Vol. II, p. 327.

Children's Department

A Handy Calendar

"Thirty days hath September, April, June and November" etc., and many other rhymes and devices are used to aid the memory to decide how many days are in each month of the year. A very simple method to determine the number of days in any month is as follows: Place the first finger of your right hand on the first knuckle of your left

hand, calling that knuckle January; then drop your finger into the depression between the first and second knuckles, calling this February; then the second knuckle will be March, and so on, until you reach July on the knuckle of the little finger; then begin over again with August on the first knuckle and continue until December is reached. Each month as it falls upon a knuckle will have 31 days and those down between the knuckles 30 days with the exception of February which has only 28 days.—Exchange.

"Where East Is West"

At the recent convention of advertising men in Louisville, one of the delegates who lives in the West told a story of having met a man from New York. "Where are you from?" inquired the New Yorker. "Los Angeles," said the man from California. "Oh, I see," exclaimed the Empire state inhabitant. "So you're from the West. Well, I've been West some myself. Now last year I was out as far as Cleveland and stopped awhile at Pittsburgh. I was all around out West." "Is that so?" said the man from Los Angeles, with a great show of interest. "Well, I was up East myself not so very long ago. I was in Denver and Salt Lake City, and all around. It's strange we didn't meet."—New Haven Palladium.

PICTURE PUZZLE



What color?
ANSWER TO YESTERDAY'S PICTURE PUZZLE.
Foot Rule

Science and Health

With Key
to the
Scriptures

The text book
of Christian
Science

Mary Baker
Eddy

A complete
list of Mrs.
Eddy's Works
on Christian
Science with
descriptions
and prices
will be sent
upon applica-
tion

ADDRESS

Allison V. Stewart

PUBLISHER

Falmouth and St. Paul Sts.
Boston, Mass.

THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear, then the full grain in the ear."

EDITORIAL

Boston, Mass., Thursday, September 30, 1909.

The Park of the Palisades

FRONTING upper Manhattan and the Bronx, on the Hudson river, from Ft. Lee, opposite One Hundred and Thirty-fifth street, to Piermont, fourteen miles upstream, stretch the line of cliffs known as the Palisades. They constitute one of the most picturesque and beautiful of the natural attractions of the country. For years they have been threatened, at one time with disfigurement, at another with destruction, and only the ceaseless watchfulness and untiring efforts of the few who have put a proper valuation on them and who have from time to time moved public opinion in their behalf have saved them until they could be permanently rescued from the ruthless hand of commercialism.

Their destruction had actually commenced before the states of New York and New Jersey could be induced to take action looking to their preservation. George W. Perkins, J. Pierpont Morgan, Mr. and Mrs. H. McK. Twombly and some other people of wealth, had in the meantime contributed generously toward the purchase of large tracts of the land behind them, thus removing it from the ownership of those who were careless of its future save as a real estate proposition. A joint commission was finally appointed, money was appropriated by the states of New York and New Jersey, the undertaking gradually and steadily took form, and the other day the park was opened by Governors Hughes and Fort, and the property dedicated forever to the use of the public.

The creation of this park was at once a cause and an effect of the Hudson-Fulton celebration. The promotion of the interests of the one led to the promotion of the interests of the other. The great celebration in which New York is now engaged will leave many monuments, but none that will be more enduring than Palisade park, and none more fitting as a memorial of Hudson and Fulton.

"Economy and lower taxes," it is said, will be the slogan of the New York city campaign. Either one of these would do, if conscientiously intended and honestly achieved. That is to say, lower taxes would force economy, and economy would result in lower taxes.

St. Louis is looking forward with interest and pleasure to the arrival there of the torpedo boats and the torpedo boat destroyers which are to form part of the escort to President Taft on his water journey down the river to New Orleans. The President will not enter on this trip until Oct. 25, but the naval vessels will make their appearance off the St. Louis levee much earlier, and their officers will be hospitably entertained by the citizens. The Globe Democrat, commenting upon this incident, refers, in an apparently regretful tone, to the fact that the naval flag of the United States is so seldom seen at that port. During the civil war it was not an infrequent visitor. It has made its appearance since that time only on the occasion of the reception to Admiral Dewey. When it shall make its appearance again, the President's flotilla having departed, will depend very largely upon the deepening of the channel of the Mississippi.

In fact, the important thing connected with the President's trip is the honorable promotion of the deep waterway enterprise, something in which not only St. Louis but all the river towns to the south of her, and for some distance to the north, are greatly interested. The thing is to enlist the sympathies of the President in the undertaking, to show him how necessary a deep waterway is to the future prosperity of the richest valley in the world.

In the meantime, everything is not waiting upon the President's friendship or a congressional appropriation. Already steps have been taken to make better use of the present depth of water. St. Louis is going ahead with the building of steamboats that will carry freight in great bulk, cheaply and expeditiously, and Kansas City has entered upon a similar enterprise on her own account.

On the whole, this is the best step that has been taken so far by the friends of inland waterway transportation. It will do more to prove to the country the necessity for deeper waterways than any other plan of promotion—more than a naval visit or even a presidential trip. The one thing that needs to be demonstrated is that inland waterway transportation will pay.

The Resources of Newfoundland

SIR EDWARD MORRIS, prime minister of Newfoundland, recently gave an interesting statement to a London paper on the resources of the colony and its recent progress. As he had just returned from the imperial defense conference it was appropriate that he should mention a fact generally ignored, viz., that for ten years Newfoundland has been training naval reserve men for the British navy at her own expense. It appears that there are today over 1000 Newfoundlanders, trained by British naval officers, ready to go on board the dreadnoughts. "We want to be better known and better understood," Sir Edward concluded.

Newfoundland should certainly be better known in this country. And the salient points of her premier's statement are well worth considering. The measure in which the colony has been opened up in late years is seen by the tourist traffic. Twenty years ago, Sir Edward Morris reminds us, there were not two dozen strangers visiting Newfoundland. Last year over 1000 tourists from both sides of the Atlantic visited the colony. The construction of the railway that runs from St. John's clear across the country to Port-aux-Basques, a distance of over 600 miles, has tapped the best lands in the fertile valleys along the rivers and lakes. On these, it is thought, small steamers could be used with excellent results for the development of the tourist traffic, since the scenery is fully equal to that of Scotland and Norway.

It is natural that the fisheries should occupy a large place in a statement dealing with Newfoundland's resources. This subject has of late come into focus chiefly through the introduction by the French of steam trawling with all of its regrettable results. Sir Edward Morris is of opinion that only prompt restriction will avert chaotic conditions in the Atlantic fisheries. Negotiations are now under way. For a hundred years the fisheries have never failed, while the

prices of fish have steadily increased; nevertheless, it may be said that the fisheries are yet undeveloped. There are fortunes in applying cold storage to the codfish industry by exporting the fish as it comes out of the sea. At present every pound is hard-cured and in this form all of the 1,800,000 quintals of last year's catch were exported to the Mediterranean, the West Indies and Brazil.

Sir Edward Morris tells of the transformation wrought by a great concern in the paper industry. Its works at various places are composed of model villages and farms, large concrete and iron buildings, with dam, power-house, railway, steamships, trunk telephone lines, electric lighting, hotels, etc. The paper-making possibilities of Newfoundland are attracting American capital and a very large pulp and paper mill is shortly to be built in one of the bays as a result of a big concession from the government.

Most interesting of all is the mineral outlook of the colony. The country has hardly been prospected as yet, although there are some copper mines, but a very large oil industry is expected to grow up within the near future. With the possibilities of petroleum as a steamship fuel, Newfoundland, so little known at present, is bound to become a most important link in the British empire, for aside from the role its oil wells will play in imperial naval defense, the projected rapid steamship line over the shortest Atlantic route must tend to bestow upon the colony an economic advantage far above its size and population.

The President and Irrigation

THE President's speech at Spokane, and his declaration that in his forthcoming message he will ask Congress to authorize the issuance of \$10,000,000 in bonds to complete irrigation projects already begun in the West, should remove any alarm that may have been aroused by recent controversy with regard to the attitude of his administration toward reclamation and conservation. His remarks should also set at rest the feeling that any person possessing his confidence is disinclined to go as far as some other trusted lieutenant in this direction.

The truth is, there never has been any real ground for the recent agitation over the alleged indifference or hostility of the administration, or any of its responsible representatives, toward the work of conservation set afoot under President Roosevelt. However, this agitation has not been without good results. It has taught the too-enthusiastic and over-zealous advocates of conservation that there are some other things to be considered. President Taft and Secretary Ballinger are as strongly in favor of conservation as any other men are, or have been, but they are opposed to prosecuting the work in a headlong or reckless fashion.

President Taft did not hesitate to touch on the point that has caused a great deal of heated discussion of late, the water site question. He referred to the change in conditions that has made it necessary that special protective measures be taken in the interest of the public. There is now no power on the part of the secretary of the interior in the disposition of such sites to impose the necessary terms. And he added:

The matter has become so important that under the last administration large tracts of land, amounting to upward of 4,000,000 acres, were temporarily withdrawn from settlement in order to prevent the acquisition of waterpower sites under the general land laws. This amount has been reduced under the present administration to 450,000 acres. It should be understood that these withdrawals are temporary and can be justified only as having been made in order to permit Congress to legislate on the subject of waterpower sites.

He promised that he would urge upon Congress at its next session the passage of a law authorizing the disposition of such waterpower sites, upon terms to be agreed upon by the secretary of the interior with the proposed purchaser. In the matter of the disposition of coal lands, and of all mineral lands, he thought it might be advisable to separate the surface of the land from its mineral contents, and then either lease the right to take coal, etc., from the land at a specified compensation, or sell the deposits of the land outright to the miner.

All this, and other remarks along the same line, only serve to make clear the disposition of the President. There is no difference between the present administration and the last as to the purposes to be achieved. There is, however, some difference in the methods of achieving them.

The Useful Civic Organizations

BEGINNING on Monday, Nov. 15, and ending on the following Saturday, the National Municipal League and the American Civic Association, distinct but kindred organizations, will hold their annual meeting in Cincinnati.

These organizations have proved their usefulness and have established themselves in the esteem of right-minded people throughout the country. The one devotes its energies to the improvement of municipal government; the other puts forth its efforts in behalf of the aesthetic side—to making human existence more comfortable and more satisfying in city, town and country. Both organizations have the welfare of the citizen and the community in view.

It is expected that the next gathering of these bodies will, even to a greater degree than former assemblies, be representative of all that is best and most progressive in the public as well as in the private life of the nation.

THE OPENING of a new branch line brings New York city eighty miles and Philadelphia 140 miles nearer Chicago than formerly. Thus the East and the West are continually drawing nearer together. So far as Boston is concerned, with regard to everything that counts, she could not be much nearer to Chicago than she is.

PRESIDENT TAFT is going to return to the White House after his present trip with a pretty fair idea of the way the West, the Northwest, the Southwest and the South are feeling about everything. He knew before starting how the East felt.

THE TOWER on Boston's new custom house is to be 415 feet high, according to present plans, which seems a trifle lofty for a building in which it is hoped a low tariff will be collected in the future.

HARRY WHITNEY presents surface indications that would lead to the belief that he would harmonize matters if he could.

Nobody seems to have thought of asking Dr. Cook why he did not check all of his things through from Etah.

THE game of ball played by the Philadelphia and Chicago teams on Tuesday was one of the decisive battles of history, since it gave the National league pennant to Pittsburgh. And a peculiar feature of the case is that this result was brought about finally, not as a consequence of a victory achieved by the Pittsburghs, but, rather, as a consequence of a defeat suffered by the Chicagoans. The decisive combat was not between the two leading teams of the league. Pittsburgh met New York, and the latter was the victor; Chicago met Philadelphia and the former was defeated. With this defeat recorded against the Chicagoans, even though they should win every game to the close of the season and Pittsburgh lose every game, the latter would still be in the lead. The margin of lead would be small, of course—only half a game—but it would suffice.

It is six years since the Pittsburghs last carried off the pennant. This was in 1903, after the trophy had been held by that team for three successive years. In 1904 it was won by the New Yorks, who held it for two years, and in 1906, 1907 and 1908 by the Chicagoans, who will return it to the Pittsburghs at the close of the season.

During the thirty-four years of the National league's existence—from 1876 to 1909, inclusive—the pennant-winners have been: Chicago nine times, Boston eight times, New York four times, Pittsburgh four times, Baltimore three times, Brooklyn three times, Providence two times, Detroit once. Last year Pittsburgh was tied with New York for second place, each club having won ninety-eight and lost fifty-five games.

The Pittsburgh club is regarded as strong in all particulars, as clean in defeat as in victory. All the honors that have come to it have come to it deservedly.

Prospects of Electric Traction

THE growth of the electric railway service in the past ten or fifteen years has been typical of the growth of the country. From a dubious innovation the trolley line has become as much a fixture as the steam railroad—permanent, at least, until the perfection of something offering even greater independence of locomotion. Where business existed roads were built to accommodate it, and where none was visible the roads seemingly have called it into being. So universal has been the process of track ramification that over a considerable portion of the United States the local systems constitute practically a continuous service.

Interurban transportation experts believe that strictly local traffic has nearly reached the limit of its development, save as the communities themselves grow. Not so the through service. High-speed air-lines, private rights of way, elaborate terminals, interchange of passengers, buffet service, meals ordered by telephone, observation cars, through tariffs and joint time tables show the earnestness with which managements seek their share of increase in long-haul traffic.

The fine points of distance trolley travel are being worked out to a nicety. The long-haul freight business is in its infancy. The trolley lines open regions that in a few years are likely to send out astonishing freight tonnages. So far from diverting any considerable patronage from the steam roads, they may be expected to deliver to them a vast amount of business collected from ten to fifty miles away from the latter's lines. In some localities the steam and electric roads are arranging for interchangeable cars. When we consider that from 60 to 80 per cent of the gross earnings of the steam railroad are derived from freight we begin to realize what possibilities are in store for electric railroading.

IN AN article dealing with the work of the forest service bureau of the department of agriculture, the Chicago Inter Ocean calls attention to the fact that, while much has been done by this bureau toward assisting other governmental bodies and some of the states, in the matter of timber conservation and the protection of forests from fire and trespass, the claims of the private forest grower are by no means ignored. If a man owns a large tract of land, for instance, in a region where the forest service has not already made a detailed study of conditions, or proposes to establish an extensive forest, the federal bureau will send an expert to make a thorough investigation, with recommendations as to the best methods to be pursued. Such work, we are told, has been done by the forestry service already for the owners of 10,000,000 acres of forest lands. As a consequence of a more intelligent understanding of the industry of tree raising, growing out of the work of the forestry bureau, owners of wooded lands "are realizing that it is better to hold them and put them on a permanent paying basis than to devastate them at one speculative stroke."

In proof of the contention that private forestry will pay, the case of Corbin park, in central New Hampshire, is pointed out. This park was intended mainly as a game preserve. Some 17,000 acres of forest have been carefully lumbered for five years on a plan made by the federal bureau. The revenue derived covers the cost of management and yields a satisfactory profit on the investment, while the future forest crop is steadily increasing in extent and value.

That the great railroad corporations are convinced with regard to the feasibility of profitable forestry is evidenced from the fact that one of the greatest of them—the Pennsylvania, has now 3,500,000 trees growing for its future use. Like other railroads, the Pennsylvania did not enter upon forestry largely until it had experimented with various kinds of trees. It began by planting locust trees on vacant lots and lands between Philadelphia and Altoona, and as it became clearer that satisfactory results could be depended upon, the scheme has been enlarged from time to time until it has reached its present proportions.

In the long run, whatever the government may accomplish directly in forestry, its greatest mission is to assist the private owner to an understanding and appreciation of the fact that even from a commercial point of view tree cultivation will pay.

THERE is a movement on foot to extend the British postal service to Tibet. Macaulay said that things of this kind would happen about the year 2800. They are happening a trifle earlier than he expected, but the world's pace has been accelerated a little since he wrote.

Pittsburg Wins the National League Pennant